

THE ILLUSTRATED LONDON NEWS

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SATURDAY, JUNE 4, 1881.

TWO } SIXPENCE.
WHOLE SHEETS } By Post, 6d.



SCENE FROM "JULIUS CÆSAR," AS PERFORMED AT DRURY LANE THEATRE BY THE SAXE-MEININGEN COURT COMPANY.—SEE PAGE 542.

BIRTHS.

On May 25, at Dinder, near Wells, Somerset, the wife of Arthur F. Somerville, Barrister-at-Law, of a son.

On April 7, at Buena Vista, Mexico, the wife of Edward W. Jackson, Esq., A.M.I.C.E., General Manager of the Mexican Railway, of a son.

DEATHS.

On April 7, at Tamshe, near Valparaiso, Chili, Ellen Jane, wife of John Clarke Marshall, of Valparaiso, after a long and painful illness. Very dearly loved.

On May 27, at her residence, at Hampstead, Caroline, Lady Hill, widow of the late Sir Rowland Hill, K.C.B., in her 85th year.

* * * The charge for the insertion of Births, Marriages, or Deaths is Five Shillings for each announcement.

WHITSUNTIDE ARRANGEMENTS.—LONDON, BRIGHTON, AND SOUTH COAST RAILWAY.—EXTENSION OF TIME FOR RETURN TICKETS for distances over ten miles.
EXTRA TRAINS (1st, 2nd, and 3rd Class) from London on Saturday, June 4; returning the following Monday and Tuesday.

PORTSMOUTH AND ISLE OF WIGHT.—CHEAP TRAINS. Saturday, June 4, to Havant and Portsmouth from Victoria 1.0 p.m., and London Bridge 2.20 p.m., returning the following Tuesday.

A CHEAP TRAIN on Whit Sunday, from London Bridge 8.0 a.m., calling at New Cross, Norwood Junction, and Croydon; and from Victoria 7.50 a.m., calling at Clapham Junction, to Arundel, Littlehampton, Bognor, Chichester, Havant, and Portsmouth; returning same day.

A CHEAP TRAIN on Whit Monday, from London Bridge and Victoria 7.30 a.m., to Havant and Portsmouth.

Return fares between London and Portsmouth Town and Havant, 7s. 6d., 5s.; Portsmouth Harbour, 8s., 6s. 6d.

HASTINGS, ST. LEONARD'S, and EASTBOURNE.
CHEAP TRAINS on WHIT SUNDAY and WHIT MONDAY, from London Bridge, calling at New Cross and Croydon; and from Victoria, calling at Clapham Junction.

Fare, there and back, 5s.
EVERY SUNDAY, A SPECIAL CHEAP EAST TRAIN from Victoria 9.23 a.m., calling at Clapham Junction; and from London Bridge 9.30 a.m., calling at Croydon.

Day Return Tickets, 15s., 11s. 6d., 9s.

BRIGHTON.—EVERY SUNDAY, A CHEAP FIRST-CLASS TRAIN from Victoria 10.45 a.m., calling at Clapham Junction, and from London Bridge, 10.35 a.m., calling at Croydon. Day Return Tickets, 10s.

SPECIAL CHEAP TRAINS on WHIT SUNDAY, Monday, and Tuesday, from London Bridge, calling at New Cross; from Victoria, calling at Clapham Junction and Croydon. Fare, there and back, 4s.

CRYSTAL PALACE.—FREQUENT DIRECT TRAINS DAILY to the Crystal Palace from London Bridge and New Cross; also from Victoria, York-road, Kensington, West Brompton, and Chelsea.

For full particulars of Times, Fares &c., see Handbills and Time-tables, to be had at all Stations; and at 28, Regent-circus, Piccadilly; and 8, Grand Hotel-buildings, Trafalgar-square, where Tickets may be obtained.

J. P. KNIGHT, General Manager.

BATH AND WEST OF ENGLAND SHOW AT TUNBRIDGE WELLS.—JUNE 6, 7, 8, 9, and 10.

On EACH OF THE ABOVE DAYS A SPECIAL CHEAP EAST TRAIN will run as under:—

Victoria 8.40 a.m. | Croydon, East 10.10 a.m.
London Bridge 8.50 Redhill Junction 10.25 ..

Returning from Tunbridge Wells, 6.5 p.m.

FARES THERE AND BACK:—
From Victoria, London Bridge, or Croydon 1st Class 2nd Class 3rd Class.
Redhill Junction 10s. 7s. 5s. 3s. 6d. 2s. 6d.

(By order) J. P. KNIGHT, General Manager.

LONDON AND NORTH-WESTERN RAILWAY.

WHITSUNTIDE HOLIDAYS.
THE TICKET-OFFICES at EUSTON, BROAD-STREET, KENSINGTON, and WILKES JUNCTION, will be OPEN throughout the day on FRIDAY, SATURDAY, and MONDAY, JUNE 3, 4, and 6, so that Passengers wishing to obtain Tickets for any destinations on the London and North-Western Railway can do so at any time of the day prior to the starting of the Trains. The Tickets will be dated to suit the convenience of Passengers.

Tickets for all the Principal Stations on the London and North-Western System and its connections can be obtained at any time (Sundays and Bank Holidays excepted) at the following Town Receiving-Offices of the Company:—

Swan-with-Two-Necks, Gresham-street, E.C.
Spray Eagle, Gracechurch-street, E.C.
Holt-in-Tun Office, Fleet-street, E.C.
Golden Cross, Charing-cross, W.C.
70, St. Martin's-lane, W.C.
16, Holborn, W.C.

The Tickets obtained at these offices will be available from either Euston or Kensington (Addison-road), and will be issued at the same Fares as are charged at those Stations, and will be dated to suit the convenience of Passengers. They can also be obtained at GAZE and SON'S TOURIST OFFICE, 112, Strand.

On SATURDAY, JUNE 4, THE EXPRESS TRAIN leaving London (Euston) at 2.0 p.m., Birmingham (New-street) at 5.30 p.m., Liverpool (Lime-street) at 7.55, and Manchester (Victoria) at 7.30 p.m., will be extended to Wolverhampton.

On WHIT-SUNDAY, JUNE 5, an Additional Train (First, Second, and Third Class) will leave Euston Station at 10.5 a.m. for Tring, calling at all intermediate Stations.

The Express Trains to and from the City, St. Albans, Watford, and Kensington, will not run on Bank Holiday (Whit-Monday), June 6.

Euston Station, May, 1883. G. FINDLAY, General Manager.

LONDON AND NORTH-WESTERN RAILWAY.

TOURIST ARRANGEMENTS, 1883.
TOURIST TICKETS will be issued from MAY 12 to OCT. 31, 1883.

For particulars see Time Tables and Programmes issued by the Company.
Euston Station, London, 1883. G. FINDLAY, General Manager.

GREAT EASTERN RAILWAY.—Seaside.

TWO MONTHS RETURN TICKETS are now issued by all trains to YARMOUTH, Lowestoft, Cromer, Hunstanton, Southwold, Aldeburgh, Felixstowe, Harwich, Dovercourt, Walton-on-the-Naze, and Weyley (for Clacton-on-Sea).

Fortnightly, and Friday or Saturday to Monday, First, Second, and Third Class Return Tickets are also issued at REDUCED RATES by all trains to Hunstanton, Cromer, Yarmouth, Lowestoft, Walton-on-the-Naze, Weyley (for Clacton-on-Sea), Dovercourt, Harwich, Felixstowe, Aldeburgh, or Southwold.

London, June, 1883. WILLIAM BRET, General Manager.

AGRICULTURAL HALL.

HORSE SHOW.—OPENS THIS DAY, SATURDAY, JUNE 4, 2s. 6d.

HORSE SHOW.—WHIT MONDAY, JUNE 5, 1s.

HORSE SHOW.—WHIT TUESDAY, JUNE 6, 1s.

HORSE SHOW.—WEDNESDAY, JUNE 7, 8, 1s.

HORSE SHOW.—THURSDAY, JUNE 9, 1s.

HORSE SHOW.—LAST DAY, FRIDAY, JUNE 10, 1s.

HORSE SHOW.—Doors Open at Ten o'clock.

HORSE SHOW.—Parade of PRIZE HORSES Every Day.

HORSE SHOW.—Register of Hunters, Hacks, Harness Horses for Sale.

Apply to Secretary.

HORSES UNDER SADDLE and in HARNESS.

HORSE SHOW.—Leaping, extra, MONDAY.

HORSE SHOW.—LEAPING COMPETITION EVERY DAY.

HORSE SHOW.—Reserved Seats, 10s. and 5s.

HORSE SHOW.—Unreserved Seats, 2s. 6d. and 1s.

HORSE SHOW.—Entrance, Islington-green.

HORSE SHOW.—Reserved Seats, Bedford-street.

By order, S. SIDNEY, Secretary and Manager, Agricultural Hall.

WHITSUNTIDE HOLIDAYS.

ST. JAMES'S HALL, PICCADILLY.

THE MOORE and BURGESS MINSTRELS

will present
AN ENTIRELY NEW AND MOST ATTRACTIVE PROGRAMME

WHIT-MONDAY, JUNE 6, 1883.
New and Beautiful Songs and Choruses.
New Comic Sketches and Novel Dances.

Special Engagement of
Mr. JAMES and Mr. HENRY HULINE,
the Inimitable Musical Minors.

Their First Appearance in England for three years, after fulfilling brilliantly successful Engagements in Italy and Russia.

DAILY PERFORMANCES
will be given during the Whitsun Week in the following order:
MONDAY, TUESDAY, WEDNESDAY, and SATURDAY,

commencing each day at Three o'clock, in addition to the usual performances.

EVERY NIGHT AT EIGHT.

Fauteuil, 5s.; Sofa Stalls, 5s.; Area, 2s.; Gallery, 1s.

Doors open at 2.30 and 7.30. No fees.

Tickets and Places can be secured at Austin's Ticket-Office, 94, Tottenham-street.

ON WHIT-TUESDAY AFTERNOON, AT THREE,

THE MOORE and BURGESS MINSTRELS

will give an
EXTRA GRAND MATINEE.

when the New Programme will be given in its entirety, in which the entire strength of the largest and most magnificent company in Europe will appear.

LYCEUM THEATRE.—Sole Lessee and Manager, MR.

Henry Irving. On MONDAY, WEDNESDAY, and FRIDAY, at 7.45, THE CUP

CORPORATION OF LIVERPOOL.—AUTUMN EXHIBITION OF MODERN PICTURES IN OIL AND WATER COLOUR, 1883.

NOTICE TO EXHIBITORS.
The above Exhibition will OPEN in the WALKER ART-GALLERY, on MONDAY,

SEPT. 3. The days for receiving Pictures are from Aug. 1 to 13, both inclusive.

Forms, Cards of Particulars, and all information may be obtained on application to Mr. Charles Dyll, Curator, Walker Art-Gallery, Liverpool, to whom all Works of Art intended for exhibition should be addressed.

London Agent, Mr. James Bouriet, 17, Nassau-street, Middlesex Hospital.
JOSEPH RAYNER, Town Clerk, Honorary Secretary.

INSTITUTE OF PAINTERS IN WATER COLOURS.

THE FORTY-SEVENTH ANNUAL EXHIBITION is now OPEN from Nine till Seven. Admission, 1s.; Catalogue, 6d.

Gallery, 55, Pall-mall. H. F. PHILLIPS, Secretary.

ROSA BONHEUR'S celebrated PICTURES, ON THE

ALERT, and A FORAGING PARTY, which gained for the artist the Cross of the Order of Leopold of Belgium, at the Antwerp Academy, 1873. Also, the complete engraved works of Rosa Bonheur, including the well-known "Horse Fair," now on

Exhibition at L. H. LEFFERTS GALLERY, 1A, King-street, St. James's, S.W. Admission, One Shilling. Ten to Five.

DORÉ'S GREAT WORKS.—"ECCE HOMO" ("Full of

divine dignity.")—"THE TIMES" and "THE ASCENSION."—"CHRIST LEAVING THE PRETORIUM."—"CHRIST ENTERING JERUSALEM," with all his other Great Pictures.—DOLE GALLERY, 35, New Bond-street. Daily, 10 to 6. 1s.

MR. MARTIN COLNAGHI (GUARDI GALLERY,

11, Haymarket) begs to inform the lovers of art that his FIFTH SUMMER EXHIBITION contains works by the great colourist, Hermann Phillips; others by Donings and Charlemont; and by the young Spanish painter, José Benlliure. Open Daily from Ten till Dusk.

LA SOCIÉTÉ DES AQUARELLISTES FRANÇAIS.

Now ON VIEW, an EXHIBITION OF WATER-COLOUR DRAWINGS by the Members of the above Society, at GOUPIE and CO'S GALLERIES, 25, Bedford-street, Covent-garden. Admission, One Shilling. An Illustrated Catalogue has been published.

SWISS EXHIBITION OF SWISS SCENERY AND

SWISS SCENES, by Swiss Painters. Instituted by the Cercle de Beaux Arts of Geneva.—169, New Bond-street. Admission, 1s.

WESTMINSTER PANORAMA, YORK-STREET,

QUEEN ANNE'S-GATE, S.W. (opposite St. James's Park Station and adjoining Royal Aquarium).—THE BATTLE OF WATERLOO, by C. Castellani. Covering over 20,000 square feet of canvas. The largest Panorama in England. WILL OPEN WHIT MONDAY, JUNE 6. Admission One Shilling.

ROYAL PANORAMA GALLERIES, Leicester-square.

LE SALON A LONDRES.—EXHIBITION OF PICTURES by MM. Baudry, Bonnat, Boulton, J. Boulanger, J. Breton, Carous-Duran, De Kuyff, Gérôme, Hebert, Henner, Jallabert, Jules Lefebvre, Emile Levy, Luminais, Madrazo, Meissonier, Robert Fleury, Rousseau, Tissot, Vollon, &c. Sculpture by D'Epigny, Carrier-Belleuse, Grévin, &c. OPEN MONDAY, JUNE 6, from Ten a.m. to Seven p.m.

Admission, One Shilling; Season Ticket, Five Shillings.

SACRED HARMONIC SOCIETY, St. James's Hall.

Conductor, Sir Michael Costa. FRIDAY next, JUNE 10, at 7.30 (last concert this season), Benedict's ST. CECILIA (conducted by the Composer); and Rossini's STABAT MATER. Mrs. Osmond, Madame Patey, Mr. Edward Lloyd, and Mr. Santley. Organist, Mr. William. Tickets, 10s. 6d., 7s. 6d., 5s., 3s., 2s., 1s., and 6d., at Society's offices, No. 7, John-street, Adelphi; Austin's, St. James's Hall; and Agents.

MR. GANZ'S ORCHESTRAL CONCERTS, ST. JAMES'S

HALL.—Glück's celebrated Opera ORPHEUS will be performed at the Fourth Concert, SATURDAY AFTERNOON, JUNE 11, at Three o'clock. Solo vocalists, "Eurycle," Miss Carlotta Elliott; "Love," Miss Agnes Larkcom; and "Orpheus," Madame Patey. Full chorus. The programme will also include Schubert's unfinished symphony in B minor. Tickets, 10s. 6d., 7s. 6d., 5s., 3s., 2s., 1s., and 6d., at the usual Agents' and of Mr. Wilhelm Ganz, 126, Harley-street, W.

MOHAWK MINSTRELS.—MARYLEBONE THEATRE.

WHIT MONDAY AFTERNOON at Three, and every evening at Eight for Four Weeks only. Grand Novelty Programme for the Whitsun Holidays. Usual prices.

MOHAWK MINSTRELS.—MARYLEBONE THEATRE.

The Best Entertainment in the world.—Vide Public Press.

MADAME SOPHIE MENTER.

MADAME SOPHIE MENTER'S PIANOFORTE

RECI-TAL, THURSDAY AFTERNOON, JUNE 9, ST. JAMES'S HALL.

Three o'clock. Stalls, 10s. 6d.; Reserved, 5s.; Balcony, 3s.; Admission, 1s.—Stanley Lucas, Weber, and Co., 84, New Bond-street.

MADAME SOPHIE MENTER will play Bach's Toccata,

Beethoven's Sonata (Op. 109), Scarlatti, Schumann's Etudes Symphoniques, Liszt's Schubert and his Fantasia Hugenots (first time), Selection from Chopin, and Valse Caprice, Rubinstein. Admission, 1s. Usual Agents' and Austin's, St. James's Hall.

THE ILLUSTRATED LONDON NEWS.

LONDON: SATURDAY, JUNE 4, 1881.

It is not the fault of M. Gambetta, any more than of Mr.

Gladstone, that wherever he goes his presence extorts

homage and enthusiasm. The incidents of his recent

journey to Cahors, the scene of his boyhood, in south-

western France, were too natural to have been planned

beforehand—too striking to escape public criticism. The

whole population in this district, which has been one of

the strongholds of Imperialism, turned out to greet him

as an uncrowned monarch, and in his bearing and speeches

the great French statesman showed an affability, flexi-

bility, and elevation of tone which any crowned head might

envy. M. Gambetta did not go to the Department of

the Lot to announce a new political departure, but to

commend Republican ideas as best suited to the needs of

his countrymen, to preach the virtues of Opportunism—that

is, of Conservative progress—to a rural democracy

that wants to see peace, order, and liberty consolidated,

and to protest against a revival in any shape of that

Cæsarism which has been the bane of France. In unveiling

the monument to the local victims of the Franco-

German war, M. Gambetta modestly refrained from

any reference to his own Herculean and patriotic services

when his country was in the depths of despair, which

constitute his earliest and strongest claim upon the

gratitude of France; but he skilfully improved the event

as a protest against a policy of aggression, adventure, or

conquest. And while insisting upon the priceless value

of free institutions, and of a Constitution which, what-

ever its shortcomings, "might be perfected in a Liberal

sense," he seized the occasion to render generous homage

to the Chief of the State, whose "past was a pledge for

his present and a guarantee for his future."

But, however sober his demeanour and guarded his

language, the brilliant reception of M. Gambetta at

Cahors, and the pervading feeling elsewhere that he

has become the embodiment of French political aspira-

tions, has created in Paris a profound impression not

unmixed with jealousy. To this growing and uneasy

conviction of his personal ascendancy is to be traced the

action of the Senate on the *Scrutin de Liste* question—a

change in the mode of elections which was carried, not

without difficulty, in the Chamber by the personal in-

fluence of its President. The larger proportion of the

Committee appointed to report on the project are hostile

to the innovation, and they are believed to reflect the

views of three fourths of the senators, as well as of Pre-

sident Grévy himself. But, whether or not the favourite plan of M. Gambetta be ultimately carried, the coming general election will, no doubt, result in the return of a large majority of representatives devoted to him, and the voice of the French people will demand that the Republican leader shall assume the responsibilities of office.

Prince Bismarck's celebrated phrase *beati possidentes*

has received fresh illustration in the occupation of Tunis

by France. No Power finds it expedient to challenge that

fait accompli except the Porte, whose formal vindication

of its equivocal claim to suzerainty over the Bey is quite

unheeded. The indignation of the Italians at having

been overreached by their quick-witted neighbours has

evaporated in a change of Ministry not adapted to

strengthen the national prestige. In England such

irritation as was caused by the invasion of Tunis has

almost subsided. Lord Salisbury on Friday last took

occasion to rebuke angry feeling on the subject, and to

express approval of the course pursued by his successor at

the Foreign Office. Although, said the Conservative

leader, the French Government had gone a good deal

further than merely ensuring or extending their influence

over Tunis, he doubted whether "there is any ground

in the interests of this country alone for any intervention

or remonstrant action;" and he echoed the recent warning

of Mr. Gladstone against taking any course that would

strain or endanger the friendly relations between France

and England. As was suspected, the *coup* in Tunis is

viewed by the German Chancellor with complacency, if

not with absolute approval. The veteran diplomatist is

reported to have recently stated, in his usual blunt

fashion, to M. Saint-Genest, the well-known French

critic, that, putting aside the Alsace-Lorraine question

as beyond the range of discussion, he was anxious to arrive

at an understanding with France, and to be no longer

regarded as her enemy. So long as she didn't look to the

Rhine, he was willing she should have her way. Not only

ECHOES OF THE WEEK.

I do not remember that I ever claimed the gift of Prophecy; although in this Journal I once, and quite accidentally, stumbled on a curiously "straight tip" as to the violent end of the late Sultan Abdul Aziz. But this week I really do feel a "call" to vie with "Zadkiel" and emulate the deceased Brothers the Prophet.

He passed up Tott'nam Court Road,
Either by choice or by whim;
And there he saw Brothers the Prophet
And Brothers the Prophet saw him.

So sang Southey, in "The Devil's Walk." But my vaulting ambition goes further than this. I aspire to be a Derby Prophet; and I confidently predict that there will be more Americans on Epsom Downs on the Derby Day than have ever been known to be present at our "Isthmian Games." It is not only that horses of which Mr. Pierre Lorillard and Mr. James Keen are owners are exciting the curiosity of English trainers and sporting men generally; but there is a teeming multitude of our Transatlantic cousins over here just now, and they all appear to have a tremendous amount of ready money to spend. They have discovered that Paris is not the only "city where good Americans go to when they die." More reverently, they confess that London in summer time is the most habitable, the most beautiful, and the gayest capital in the world. Paris is deserted by the upper classes at mid-summer. Everybody who can afford it rushes away *aux eaux*—to the watering-places. The heat of Berlin, Madrid, Milan, and St. Petersburg, between June and August, is simply intolerable; and I pity the man who, for his sins, is condemned to spend a summer in New York.

So the Americans have swooped down upon us in their thousands. Some will back the horses of Mr. Lorillard and Mr. Keen; others are anxious to offer five-thousand-guinea commissions to Mr. Millais; and I sincerely hope that others may be induced to have peacock panels, Japanese butterfly doors, and bird of paradise ceilings, painted by Mr. James Whistler, for the embellishment of their palatial residences in Fifth Avenue, New York; Honest Men's Row, Philadelphia (I think that is the name of a row of splendid mansions in the City of Brotherly Love); and "Nob Hill," San Francisco. And should any Transatlantic millionaire require any five-act tragedies, epic poems Systems of Cosmogony, statistical compilations, or Essays on Organic Remains, let him send to me; and he can have any quantity of perfectly new and original manuscripts at reasonable prices, and for ready money only.

Will some serious student tell me, as seriously, if there is any direct prohibition of or warning against gambling in the Great Book of Warnings and Prohibitions? We all know that there are four allusions to "lots;" but I cannot find any mention of "gambling," "gaming," or "dice." I am concerned with this because, just now, the Lord Mayor and a number of excellent gentlemen, Englishmen as well as foreigners, are renewing the crusade commenced some time ago with a view of pressure being put upon the Prince of Monaco so as to compel him to close the public roulette and rouge-et-noir tables at Monte Carlo. This should be done, it is argued, in the interests of public morality; and I have little doubt that in the end (and ere long, perhaps) public morality will triumph. The Blanc family have made, I should say, quite enough money by this time; and His Highness of Monaco must find some other means of earning a livelihood than those derived from participation in the profits of a gaming-table.

But how about the abstract wickedness of gambling? Is it, even in its concrete form, productive of as much wickedness as horseracing is? Everybody knows that a competition in speed between two fleet horses is a very pretty sight; and that Ascot and the Derby, Goodwood and Doncaster, when you have not a single bet on the race and have the prospect of a very good luncheon before you, are very enjoyable holidays. Yet can there be no doubt that round the Grand Stand on a race-course cluster all the Seven Deadly Sins and a multitude of peccadilloes besides. Gallant young guardsmen are ruined; young squires mortgage their broad acres; shopmen rob the till; husbands beggar their families; A blows his brains out; B elopes to Texas; C forges and goes to penal servitude: all in consequence of horseracing. On that turf so light and springy under the polished hoofs of the satin-skinned racing "cracks" cluster sharpers, welskers, fortune-telling gipsies, pick-pockets, beggars, and tramps. The National Holiday is a National Saturnalia as well. Is horseracing less naughty than roulette and rouge et noir?

More than this. I am old enough to remember when there were public gaming-tables at Baden-Baden, Wiesbaden, Saxon-les-Bains, Aix-la-Chapelle, Geneva, Spa, and Hombourg. I just remember the closing of Frascati's, and the tript of the Palais Royal in Louis Philippe's time. I remember when Crockford's, in St. James's-street, was a subscription gambling-house; and when the parish of St. James's swarmed with deus where knaves or "Greeks," as they were then styled, fleeced foolish dupes at French hazard. All these places have long since disappeared; and the only public gaming casino of importance left is Monte Carlo. But I do most firmly believe and contend that there has never been a period within the past forty years when private gambling was so prevalent as it is now, and when it produced more ruinous effects than at present. The two great capitals of Europe teem with gambling clubs. "Poker," "euchre," and "faro" are played with insane eagerness all over the United States; I can say, without exaggeration, that I have rarely met a Spaniard or Spanish American, or a Russian, who was not an inveterate gambler; and as for the "gilded youth" of England, it is at baccarat, poker, and especially at "Napoleon," that they are, in the year 1881, busily employed in ruining themselves. Will the vice—if it be a vice—of gambling be extinguished by

closing the roulette and rouge-et-noir tables of Monte Carlo? How about Tattersall's? How about the Paris Bourse and the London Stock Exchange? And, finally, how about trade? Here is a gentleman who, in the course of a year or two, makes a million and a half sterling out of speculations in grain. How many thousands of persons have been ruined, I wonder, to enable him to become a millionaire? Am I to regard him as a gentleman who "owing to a long and indefatigable career of industry and probity has been enabled, &c., &c.,"—or as a highly successful gambler?

With the effigy of a pig as a pendant to ladies' *portebonheurs* Society has been for some time past familiar. The absurd little figment came from Paris. But the image of a pig as a silver pencil is the newest of novelties in the way of jewellery. This I read in the June number of the *Ladies' Gazette of Fashion*. There is an "owl" pencil, too; a bracelet in the form of a laced cuff; and one representing the combination of a horse-shoe and a serpent. Who shall say that the goldsmith's art in England is dead. Can it be true that several bushels of the Pig Pencils have been purchased by Mr. Burnand as presents for Penitent Æsthetes?

I read in the *Intransigent*, which I take daily—not for its politics, which are abominable, but for the sake of M. Henri Rochefort's style, which is admirable—in a telegram from Berlin of May 2 that Earl Granville was expected in the German capital on Saturday, the 28th, for the purpose of conferring with Prince Bismarck. As a matter of fact, on the Saturday evening in question, Lord Granville, after giving a grand diplomatic dinner, was, with the Countess, holding at the Foreign Office, London, a Reception of some fifteen hundred representatives of "Society."

The statement in the Berlin telegram may, to English people, appear a very absurd one; but what blunders do we not ourselves commit in our own newspapers? In one of the great dailies, in an article on the official celebration of the Queen's birthday, it was stated that the ceremonial of trooping the colours on the parade of the Horse Guards would be witnessed by the Duke of Edinburgh and the Duke of Teck. As a matter of fact, on Saturday, the 28th, the Duke of Edinburgh was at Scilly and the Duke of Teck in Austria.

Next to downright blundering, come irritating omissions. H.M. ship *Doterel* has, as all the world knows, been blown up; and the calamity has been attended with an appalling loss of human life. The Commander of the ill-fated ship, in his official account of the explosion, published in the *Times* of Monday, writes to the Secretary of the Admiralty:—

P. S. N. Co.'s ship *Britannia*, Bordeaux, May 27, 1881.

Sir,—It is with very great regret I have to report the melancholy disaster to her Majesty's ship *Doterel*, under my command, which occurred at 10 a.m., April 26 last, at Sandy Point, and which I telegraphed to you from Monte Video on the 3rd inst. We left Elizabeth Island shortly after six the same morning, steaming sixty revolutions with the starboard wing boiler, and anchored at Sandy Point, about 8.30 a.m., in 8½ fathoms of water.

Where is Elizabeth Island? Where is Sandy Point? The "Illustrated Universal Gazetteer" (London, 1863) mentions Elizabethgrad in Russia, Elizabeth City, New Jersey, Elizabeth City in Virginia, U.S.A., Elizabethopol in Georgia, and Elizabethstadt in Transylvania; but it says never a word about Elizabeth Island. It is equally and aggravatingly silent as to the locality of Sandy Point, which, for aught my friend "the merest school boy" can tell, may be over against Sandy Hook, N.Y. If the late commander of the *Doterel* had given us the latitude of the island and the point, I and "the merest school-boy" might have consulted an atlas, and found out things for ourselves.

Mem.: The "Library Dictionary" calls the congener of the plover a "dottrell," and not a *doterel*. Bailey, in the edition of 1772, edited by Nicol Scott, spells the name of the foolish bird that imitates the fowler until he is caught "dottorel." Bacon writes:—"In catching of dotterels we see the silly bird playeth the ape in gestures." I can find no mention of the bird in Mrs. Cowden Clarke's "Complete Concordance to Shakspeare" (London: Bickers, 1881); but Ben Jonson, in "The Devil is an Ass," names one of his gulls Fabian Fitzdottrel. Ben spells the bird itself with two t's. "We have another leg strained for this dottrell,"—"D. I. A. A.," act iv., scene 3. Beaumont and Fletcher use the same orthography. "All other loves are mere catching of dottrels." This is in "Bionduca." But Fuller, in his "Lincolnshire," follows the Baconian spelling, and writes of the "dotteler" as "*avis gelopios*, a mirth-making bird."

The astoundingly inflated prices realised last Saturday at the King-street sale-rooms by four pictures of Sir Edwin Landseer's reminds the book-hunter—on the *ceteris paribus* principle, at least—of the commercial vicissitudes of the famous Valdarfer Boccaccio. On the 17th of June, 1812, was put up for sale at the mansion of a deceased Duke of Roxburghe in St. James's-square a copy of the "Decamerone" of the edition of 1471, printed by Valdarfer, of Venice, and supposed to be the only faultless copy in existence of this particular edition. Dr. Dibdin, of "Bibliomania" celebrity, remembered the "notorious volume" as a sound rather than a fine copy, in a faded yellow morocco binding. The Duke's father had given a hundred guineas for it; and that was precisely the amount of the first bid made for it at the sale in 1812, by "a gentleman from Shropshire."

After a long and fierce fight Earl Spencer bid £2250 for the "notorious volume;" but his Lordship was outbidden to the extent of ten pounds by the Marquis of Blandford. At the sale of the last-named nobleman's library, in 1819, the Valdarfer Boccaccio was knocked down to a representative of the house of Longman for the comparatively trifling sum of £918. It passed at that price from Messrs. Longman to Earl Spencer, who thus became its possessor at less than half the price which he had originally offered for it. The Valdarfer Boccaccio is now in the library at Althorpe.

At the King-street sale just mentioned, something like twenty thousand pounds were eagerly paid for the four Sir Edwin's—and they were certainly not four of the finest productions of the master. The "Stag Pursued by a Deerhound" and the "Digging out the Otter" belong to what I may call the "cruel" class of this otherwise kindly and genial artist's work, who towards the close of his career produced many pictures which, dramatically, did not go beyond the exhibition of the torture of dumb animals. The "Spearing the Otter" (I do not mean the "Digging Out") is in particular an example of cynical indifference for the sake of "sport" to the sufferings of brutes. I never heard that the otter did any harm beyond being fond of the prime parts of fish. And have we not a *penchant* for Severn salmon and Lochleven trout? The otter is a confirmed poacher; but he is singularly susceptible of human influence; and the Chinese utilise him as a catcher of fish. That is better, I take it, than spearing him.

And Mrs. Butler's magnificent picture of "Quatre Bras," which went at the King-street sale for seven hundred and ten guineas only! A bagatelle—a mere bagatelle. To my mind "Quatre Bras" is one of the most superb pictures that the accomplished lady, who was once Miss Elizabeth Thompson, ever painted. As a study of facial expression it is simply marvellous; and every one of the soldiers who have "formed in square to receive cavalry" is a masterly and finished study. I should have to rob a great many churches, stop (with a cocked pistol) several persons on the highway, and write many more books than I shall ever be able to write before I had a sum of two thousand guineas lying loose at my disposal; but had I such a sum to spare, I would willingly give it for Mrs. Butler's "Quatre Bras." Its present possessor is to be congratulated. There is much more money in it than he gave for it. As for the four Sir Edwin's, they may prove perchance a case of the Valdarfer Boccaccio over again.

A most brilliant and influential committee list has been published for the promotion of a National Memorial to the late Earl of Beaconsfield. I notice in the list the names of eleven Dukes, six Marquises, twenty-two Earls, two Viscounts, six Barons, twelve sons of Peers, fifteen Baronets, a host of M.P.'s, and not one single representative of Literature, Science, or Art. It is time for a very plain question to be asked. Have Literature, Science, and Art no share in the Nationality of this country? Do they not, as a rule, much more than do the wearers of coronets and members of Parliament, represent the genius, the intellect, and the spirit of this nation? Lord Beaconsfield was essentially a genius. He was the son of an illustrious man of letters; he was himself a brilliant novelist; yet the name of not one member of a Republic which numbers among its citizens Owen, Huxley, Carpenter, Tennyson, Browning, Freeman, Froude, Lecky, Swinburne, Watts, Leighton, and Millais appears on the roll of a "National" Memorial Committee. Are we ashamed of the men who make England glorious among foreign nations; or do our governing classes despise them; or what is it?

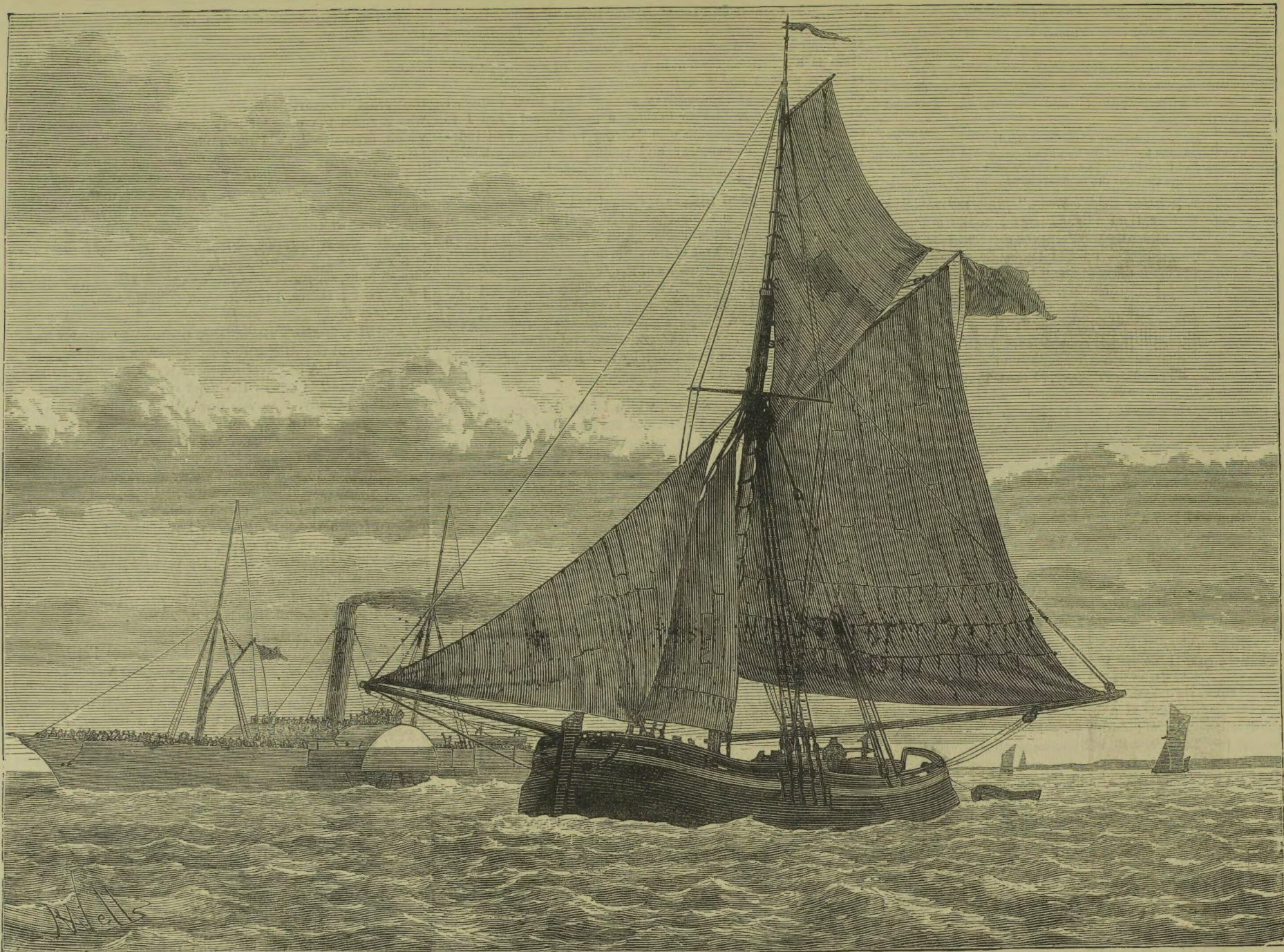
In re "double pony," and for the benefit of my gallant correspondent at Chatham. A gentleman writing from Boulogne-sur-Mer informs me that a "double pony" means a pony of extra size—a "galloway," between a pony and a cob.

With reference to the pronunciation of the Christian name Ralph by the rustic classes down in that very old county of old England called Cornwall, "E. P." says that in the land of Tre, Pol, and Pen, Ralph is pronounced "Raaf," à l'Américaine. This would favour the assumption that the couplet in "Hudibras" should read thus—

A Squire he had whose name was Raaf,
That in that t'adventure went his haaf.

Likewise does "E. P." suggest that the pronunciation of half as "haaf" may have been introduced into America by the vast numbers of Cornish miners who have flocked to the States since the discovery of the wonderful mining fields in the Western States of the Union and in Canada. But it was in the Northern States, where there are no Cornish miners, that, nearly twenty years ago, I heard "half" pronounced as "haaf." I should like some perfectly unprejudiced American with a good ear (it is mainly a matter of ear) to tell me whether I am correct in stating that among the peculiarities of the pronunciation of our cousins are "Amurrican" for American, "advèrtisement" for advertisement, "deeopot" for dépôt, "bokay" for bouquet, and that they invariably (and correctly?) strongly aspire the *h* in hotel. I am simply seeking for information, as I do not claim either to speak or to write English correctly, and never received even the most rudimentary training in the science of English grammar.

How are we to pronounce the ducal title which her Majesty has been graciously pleased to revive in favour of Prince Leopold? Is his Royal Highness to be Duke of Albany or Duke of Allbany? I went to breakfast last Saturday in the Albany with one l; but the political capital of the State of New York is pronounced (by the New Yorkers at least) as Allbany with two l's. Please not to tell me that the "merest schoolboy" knows how Albany or many other words which I could cite should be pronounced. The merest schoolboy does not know half so much as you give him credit for. He does not work hard enough. He plays football, lawn tennis, and other games a great deal too much; and he very frequently emerges from school an ungainly and ignorant young cub. I remember some time ago asking a lady, the wife of one of the masters of a great public school, the name of the professor who taught the boys to dance. She replied, with a sweet smile of disdain, that she really did not know. Their sisters, possibly. Or, they "picked it up." Now, dancing, and good dancing, should be, essentially and integrally, quite as much as fencing and drawing, part and parcel of the education of every gentleman. G. A. S.



AN "OLD MARGATE HOY."—SEE PAGE 542.



ST. LEONARD'S HILL, THE RESIDENCE OF THE PRINCE OF WALES DURING THE ASCOT WEEK.—SEE PAGE 542.



SKETCHES FROM "OTHELLO," AT THE LYCEUM THEATRE.—SEE NEXT PAGE.

THE PLAYHOUSES.

Drury Lane was crammed from floor to roof on Monday night last, the occasion being the first appearance in London of the celebrated Meiningen Court Company. The drama selected for the first appearance before an English audience of these notable actors was "Julius Cæsar"—one of the noblest and one of the least interesting of Shakspeare's plays—uninteresting because, although the assassination of Cæsar was the outcome of a very deeply laid conspiracy, the piece has no more plot, dramatically speaking, than has Ben Jonson's equally noble tragedy of "Sejanus, his Fall;" and because the weakest characters are those which should be strongest. I mean the women. Portia is a loving wife; and Calphurnia is above suspicion; and that is pretty nearly all that can be said about them. "Julius Cæsar" with us has long ceased to be a popular play.

I remember as a boy, about the year 1843, being brought up to town from Bolton House, Turnham-green Academy for Young Gentlemen, to Drury-Lane Theatre to see "Julius Cæsar;" Brutus being played by William Charles Macready, and Mark Antony by Mr. James Anderson, whose brilliant assumption of the part made, in a theatrical sense, his fortune. The tragedy was to have been followed by Planché's delightful burlesque of "The White Cat," which I was deliciously anxious to see; but, the object of our visit to Old Drury being purely educational, I, in common with three other companions in misfortune, was marched back to Turnham-green as soon as ever the green curtain had fallen on the death of Brutus and the triumph of Octavius Cæsar. We were in time to catch the last omnibus, and baited at a pastrycook's hard by the White Horse Cellar; and it was upon the Bath buns, the sausage-rolls, and the ginger-beer that we avenged ourselves for our disappointment in not beholding "The White Cat." That was close upon eight-and-thirty years ago.

It struck me, at the time, that the oasis of interest in a desert of dreariness was the grand scene in the Capitol where the passions of the Roman multitude are alternately swayed by the rhetoric of Brutus and Mark Antony; and I thought so still on Monday last. The scene of the assassination of the despot and the orations over his corpse was undeniably the most marked success of a most successful evening; nor should I be surprised to find in the long run that "Julius Cæsar," out of the entire repertoire of the Meiningen Court Company, is the play most eminently suited to their capacity, and the one in which they have become most popular. "Julius Cæsar" in every way suits a troupe of Teutonic actors. The *dramatis personæ* are multitudinous; Cæsar himself, Brutus, Cassius, Casca, and Mark Antony are all fairly leading characters, each with numerous opportunities for indulging in long drawn declamation; and there is a prodigious mob to be managed and drilled and put through certain manœuvres. Finally, the play lends itself to the display in scenery, costumes, and appointments of a great deal of erudition of the Alma Tadema kind; and such erudition is infinitely dear to the German heart. The very highest and the sincerest praise that can be given of "Julius Cæsar" at Drury Lane was that from the first to the last scene it was marked by complete thoroughness. The tiniest parts were played with most commendable zeal and earnestness, and there was something of culture and of artistic appreciation in the gestures and ejaculations of the humblest participants in the action of the play. It was observable that they scarcely ever seemed to look at the audience, and that their whole hearts and souls were in their work. They seemed to believe quite unreservedly that Cæsar was a Saviour of Society, and that he ought to be made King; subsequently that he was a tyrant who deserved to die the death; and finally that he was a martyr cruelly and wickedly murdered by Brutus and his accomplices.

The varying mutations in temper and opinion of an excitable mob of illiterate Southern Italians has been subtly interpreted by the wonderful genius of Shakspeare, and show how thoroughly his spirit was in accordance and sympathy with another illustrious poet, Virgil, who with his own eyes and ears had actually seen and heard the Roman populace—had been a witness of their mad rages and fierce impulses, now for good and now for bad, and had noted their liability to be either excited or curbed by dexterous rhetoric.

As when in tumults rise th' ignoble crowd
Mad are their motions, and their tongues are loud,
And stones and brands in rattling volleys fly,
And all the rustic arms that fury can supply.
If then some grave and pious man appear
They hush their noise and lend a list'ning ear;
He soothes with sober words their angry mood,
And quenches their innate desire for blood.—ÆSEID, Book I.

Did one not bear in mind that the crowd in "Julius Cæsar" is a Roman one, as it was remembered by Virgil and intuitively understood by Shakspeare, there might appear, at the first blush, to be a little too much stamping and rushing to and fro—a little too much passionate gesticulation and flinging up of the arms in the great concourse of "supers" so superlatively well drilled by the Hof Intendant and Stage Director of the Meiningen Court Theatre, Herr Ludwig Chronegk. But that gentleman has laid down his scheme of stage management rigidly on the lines of the poet's text; and he has embodied in his "supers" a thoroughly Shakspearean "rabblement," an entirely Roman "common herd," an entirely Italian "tagging people," as liable to be moved by Cicero 40 B.C. as they were by Cicerocello A.D. 1848. It is only to be wondered at that the conscientious Herr Chronegk did not instruct his army of "supers" to have "chopped hands" to applaud Cæsar withal.

The excessive pains bestowed on the subordinate details detract slightly from the excellence of the art of the leading players. They are somewhat overweighted, and in danger of being overwhelmed by the excellence of the minor characters. As, in German scene-painting the drawing is perfect and the chiaroscuro distributed with mathematical correctness, while there is a total absence of transparency and aerial perspective—as for German landscapes, they always look as though they needed a clock in the middle of the sky; so, while the dramatic ensemble of "Julius Cæsar" at Drury Lane is excellent, there is a want of repose, of subordination of the smaller to the great. The background infringes too much on the middle distance; and that also sometimes thrusts itself forward with undue prominence of the foreground. This was particularly the case in the murder scene, where, but for his scarlet robe and the golden wreath which bound his temples, Cæsar was all but lost among animated groups of minor performers. The whole "business" of the assassination and the subsequent proceedings over the corpse were managed with a completeness of illusion rarely, if ever before, witnessed in this country. Again, the last or "Battle Act," which on the English stage is usually found to be inexpressibly dull, was at Drury Lane made absolutely vivacious, thanks to Herr Ludwig Chronegk's wonderful stage management; but so studiously rapid was the action, and so elaborately complicated, that without following the "book of the play" it was sometimes difficult to discern which of the performers it was who had just fallen on his sword. From beginning to end the performance of the

Meiningen Court Company is an exemplary illustration of self-sacrifice on the part of first-class actors, and virtually a protest against the "star" system. The "stars" are absorbed in a whole constellation, and particular planets are not permitted to have a monopoly of brilliance to the depreciation of "the little people of the skies." Whether this salutary system prevailed at the period "when Roscius was an actor in Rome" I do not know; but, for my part, I like to see Roscius.

The dresses and "properties" of the Meiningen Court Company were throughout magnificent and architecturally irreproachable. The architectural portion of the scenery was also splendid, and "built out" with much ingenuity; and the incidental music introduced was classically appropriate. Every lady and gentleman engaged in the performance seemed to be doing his or her very best to conduce to the thoroughness of the entertainment; and, altogether, the Meiningen Court Theatre Company have made an impression on English intelligence of a very remarkable and unusual kind.

Naturally, I shall return to these exceptionally able actors next week. G. A. S.

The Illustration presented by the Engraving on our front page is from the Saxe-Meiningen Court Company's performance of "Julius Cæsar," Act Third, Scene 2, where Antony uncovers the dead body of Cæsar in the sight of the assembled Romans:—

Look you here!
Here is himself, marred, as you see, with traitors.

The picturesque composition of figures, and the dramatic variety of their gestures and expressions, in the crowd here surrounding the bier to which Antony has descended after his speech from the pulpit, as he draws off the mantle pierced with daggers and stained with blood, to expose the lifeless corpse, will at once gain the admiration of our readers. In scenic combination of groups, and in the perfect subordination of all their "bye-play" to the main interest of the scene, lies a great part of the acknowledged excellence of this German company of accomplished scientific actors, whose merits have long been known in the principal cities and towns of that country, and will henceforth be appreciated by intelligent judges of the art in England. The reigning Duke George of Saxe-Meiningen, who is first cousin to Prince Edward of Saxe-Weimar, Lieutenant-General commanding the Portsmouth Military District, is fifty-five years of age, and came to the throne in 1866. He has from that period, being himself a learned connoisseur of the dramatic art, and well acquainted with its history and literature, made it his constant endeavour to create a German classical theatre, under his personal direction, assisted during the past six or seven years by Herr Ludwig Chronegk, as stage manager. It is also well known that the present Duchess of Saxe-Meiningen, his third wife, who was Mademoiselle Helen Franz, a professional actress of high reputation, and whom the Duke married as Baroness von Heldburg in 1873, has zealously and efficiently co-operated with her princely husband in this grand undertaking. The intellectual and moral dignity of their task, derived from a lofty view of the ideal aims of dramatic poetry and its stage representation, will be rightly estimated by students of German literature, who know what was the inspiration of such minds as Lessing, Schiller, and Goethe, in their labours for the same cause. A few may perhaps have followed the latter efforts of those eminent theatrical directors and writers, Schröder, at Hamburg; Lilland, at Berlin; Heinrich Laube, at Vienna; and the great actor Emile Devrient. We would recommend the perusal, upon this subject, of a masterly critical essay, by Hans Henig, "Die Meiningen, ihre Gastspiele und deren Bedeutung für das deutsche Theater," which may be purchased of Mr. Trübner, on Ludgate-hill. It was in 1874, after several years' careful discipline and practice in the little city of Meiningen, whose fame may some day rival that of Weimar, that the Duke's company of actors began to perform in other German towns. Shakspeare's "Julius Cæsar" was the first play they acted at Berlin; and they have played it more than two hundred times in Germany and Austria, with scenery and costumes designed specially by the Duke himself, aided by Visconti, the eminent art critic, from exact Roman studies. Schlegel's German version of Shakspeare is used. The performances at Drury Lane are to include "Twelfth Night," "A Winter's Tale," Schiller's "Wilhelm Tell," "Fiesco," "The Robbers," and "Wallenstein's Camp," Goethe's "Iphigenia at Tauris," and several other German plays.

"OTHELLO" AT THE LYCEUM.

The weekly comments of G. A. S. on the current business of "The Playhouses" have already directed our readers' attention to some striking features of the recent performances of "Othello" at the Lyceum Theatre. It will be remembered that the two leading parts of Othello and Iago have been interchanged reciprocally between Mr. Henry Irving and the American actor, Mr. Edwin Booth, while Miss Ellen Terry has sustained that of "the gentle lady married to the Moor." The scenes delineated in our page of Illustrations are taken from the representation in which Mr. Irving played Iago, which he renders with a subtle perception of the character of that most consummate traitor, not suppressing the tokens of an affection of jovial, soldierly good-fellowship, and the pretence of rude frankness and bluntness, that Iago uses to disguise his utter villainy from those around him. We believe that every thoughtful student of Shakspeare and of human nature will recognise in this feature of Iago's demeanour one of the most truthful exhibitions of an ethical type known to all observant men of the world—that of the peculiar sort of hypocrite, really most dangerous to his easy dupes and victims, who ostentatiously disclaims all obligations of high principle, but who seeks to disarm suspicion by professing to follow his own shrewd self-interest alone, while persuading others that he cannot, as it happens, want to do them any harm. This apparently neutral or merely cynical and coolly egotistical betrayer of mankind, is quite capable of making himself a pleasant companion, and so tempting Cassio, as is shown in one of our Sketches, to inordinate cups of wine. "What, man! 'tis a night of revels; and the gallants desire it. Come, lieutenant, I have here a stupor of wine. O, they are our friends; but one cup; I'll drink for you. And let me the canakin clink, clink—and let me the canakin clink! A soldier's a man, and life's but a span—Why then, let a soldier drink!"

In the third scene of the Third Act, that dialogue between Othello and Iago, one moment of which is the subject of our central Illustration, may, perhaps, be regarded as the most powerful dramatic realisation of contrasted characters. Iago is far too cunning, in presence of a man like the General, sincere, passionate, abounding in high and noble sentiments, though a prey to insane fits of rage and fury, to continue his air of pretended levity and humorous indifference. He now puts on the meek demeanour of a candid friend and devoted servant, who is grieved and shocked to find his pains requited by an angry master with violent threats of punishment if he fail to provide "the ocular proof" of his accusations against Desdemona:—

Oh grace! Oh, Heaven forgive me!
Are you a man? have you a soul, or sense?
God be wi' you; take mine office.—O wretched fool,
That lov'st to make thine honesty a vice!
O monstrous world! Take note, take note, O world,
To be direct and honest is not safe—
I thank you for this profit; and, from hence,
I'll love no friend, still love breeds such offence.
Othello. Nay, stay;—Thou should'st be honest.
Iago. I should be wise; for honesty's a fool,
And loses that it works for.

An incident of the Fourth Act, where Iago gives instructions to foolish young Roderigo for the killing of Cassio, is shown in the right-hand Sketch. Leaving the part of Iago, we would point out, at the top of the page, the scene in the Council Chamber of Venice, with the Duke and Senators hearing Othello's speech in his own defence against the complaint of Desdemona's father. At the bottom of the page are two pathetic scenes in the mournful story of the innocent wife, enacted by Miss Ellen Terry. One scene occurs in the last Act but the final; Desdemona is earnestly talking with Emilia, before going to bed:—

Dost thou in conscience think—tell me, Emilia—
That there be women do abuse their husbands
In such gross kind?

And when Emilia, with her commonplace, worldly notions of expediency and outward respectability, has testified that some wives do fall from virtue, the true-hearted heroine again looks her full in the eyes, with the clear-voiced utterance of womanly purity, "I do not think there is any such woman."

To the left of this, in our page of Engravings, is the scene in which Othello has first charged his wife with her supposed infidelity; and she cries out amazed, "What horrible fancy's this?" They are left alone together.

Desd. Upon my knee, what doth your speech import?
I understand a fury in your words,
But not the words.
Othello. Why, what art thou?
Desd. Your wife, my lord; your true and loyal wife.
Othello. Come, swear it; damn thyself;
Lest, being like one of heaven, the devils themselves
Should fear to seize thee; therefore be double-damned;
Swear thou art honest.
Desd. Heaven doth truly know it.
Othello. Heaven truly knows that thou art false as hell.
Desd. To whom, my lord? with whom? How am I false?

The interest of this tragedy is almost too profoundly painful for the stage; there are many of the truest disciples and worshippers of Shakspeare's poetry who have never been able to endure it but in private reading. A ghastly reminder of the last scene is given by the hand protruding from the bed-curtain, at one side of the page.

AN OLD MARGATE HOY.

The reader of Charles Lamb's "Essays of Elia" will remember his pleasant notice of that queer old sailing-vessel, one of the class then known as "hoys," long before the invention of steam-boats, which was then wont to convey the holiday-making citizens of London, with their families, down the Thames and along the coast of East Kent, to their seaside place of summer recreation in the Isle of Thanet. It is not very long ago that a venerable specimen of "the Margate hoys," after many years' lingering servitude in the manner traffic of the river, was sent to be broken up and sold for mere firewood, her timbers having, in the lapse of nearly a century, become tolerably rotten. Our Illustration of this antiquated craft has a degree of sentimental interest, derived from reflections upon the variety of past scenes of social enjoyment which have been witnessed on her decks, but which probably were too often mingled with disappointment and weariness, as is the way of most human affairs, and not least in the actual experience of set parties of pleasure, or excursions from home "for a change." The pangs of sea-sickness and the discomforts of wet or stormy weather, must have been felt on board this vessel. Those ancient summer voyagers have, indeed, left the Thames and the Kentish shores very far behind; while the worn-out frame of the Old Margate Hoy, surviving her former customers, at length succumbs to the inevitable decree of dissolution that befalls such fabrics when no longer worth preserving.

ST. LEONARD'S HILL, BERKS.

The stately mansion that is shown in our Illustration, from a photograph by Mr. Vernon Heath, has been lent by its owner, Mr. F. T. Barry, to the Prince and Princess of Wales, for their occupation during the Ascot Race week. St. Leonard's Hill is situated not far from the Ascot racecourse, about four miles south-west of the town of Windsor, and stands on the top of a high hill, commanding fine views of the surrounding country in every direction. An old house which formerly belonged to the Duke of Cumberland, was here rebuilt for Mr. F. T. Barry a few years ago, the architect being Mr. C. H. Howell, of Lancaster-place, Strand. The interior decorations, by Messrs. G. Trollope and Sons, of Belgravia, are very magnificent: there is a spacious octagon hall, adorned with wall-paintings of scenes from Homer's "Iliad," and one of the ante-rooms is lined with Mexican onyx, a beautiful material recently introduced by Messrs. Trollope. In the dining-room, among other pictures, is one that belonged to the old house, a portrait of George I., by Allan Ramsay; and some part of the antique furniture also remains in the ante-room, between the dining-room and drawing-room. The mansion affords a vast amount of accommodation, which will be required upon this occasion, for it is said that the suite of their Royal Highness will number about seventy persons, during the week of Ascot Races. Monday, the 13th inst., is the day of their expected arrival.

At the meeting of the Royal Botanic Society, last Saturday, the secretary reported that the wonderful plant *Aristolochia Goldiana*, from Old Calabar, was just coming into flower for the first time in the Society's garden. It is said to be the largest flower but one of the whole world.

An intimation has been received from the Metropolitan Board of Works that they are prepared to contribute a sum of £1000 to the funds necessary to the carrying out of the improvements in the front of St. Margaret's Church, Westminster. The total sum required is estimated at £3500, of which her Majesty's Board of Works have agreed to give £1500. The balance of £1000 will be covered by private subscriptions.

A return recently issued shows that the total amount of deposits received at Post Office Savings Banks during 1880 was £10,301,152, the balance brought forward from 1879 £32,012,134, and the interest on these sums £777,985, making a total of £43,091,271. The repayments during the year were £9,347,634, leaving a balance over of £33,744,637. Of this balance the net amount of £26,053,634 was lodged with the Commissioners for the reduction of the National Debt for investment. The charges of management and expenses incurred during 1880 amounted to £188,891. In the whole period from Sept. 16, 1861, to Dec. 31, 1879, these charges and expenses amounted to £1,828,243, making a total incurred down to the end of 1880 of £2,017,134.

PARISIAN SAYINGS AND DOINGS.

(From our own Correspondent.)

Paris, Tuesday, May 31.

It is not an unusual thing for the publication of the list of the Salon medals to excite almost universal dissatisfaction. This year the list has caused unusual discontent, and there seems some ground for the belief that the administration of the Salon by the artists themselves will not be of long duration. Already some persons of authority in the press are proposing the separation of the State and Art and the suppression of the post of Under-Secretary of State for the Fine Arts. The tendency, as I have on several occasions remarked of late, is to abandon the Salon altogether, and to substitute for this immense picture bazaar small exhibitions due to private enterprise. More than ten years ago Ingres conjured the Minister of Public Instruction and of the Fine Arts to abolish the Salon, both in the interest of art and of the artists themselves. The realisation of Ingres's wish is, perhaps, only a question of time. This year more than ever before medals have been the reward, not of merit but of *camaraderie*, successful intrigue, and calculations of Byzantine subtlety. With my limited space, and to readers unfamiliar with the subject, I cannot enter into details upon this subject, but I am not speaking *en l'air*. I can only repeat that, with half-a-dozen exceptions, the recompenses awarded at the Salon this year mean nothing at all from the point of view of art. For the sake of record, it may be stated that the medal of honour for painting was awarded to M. Paul Baudry. No first-class medal was awarded, owing to the intrigues amongst the jury. Second-class medals were awarded to MM. Georges Bertrand, Rixens, Comerre, John S. Sargent, Julien Dupré, Nonclercq, Masure, Verhas, Pointelin, Beauverie, Chartran, and Ed. Manet—Manet the irreconcilable, the founder of "impressionism," the incomparable Manet, who has just discovered that the ordinary colour of the atmosphere is violet! A third-class medal was given to Mr. Hawkins, an English artist, whose excellent picture of "Les Orpiciens" was worthy of a greater reward. In the department of sculpture the painter Gérôme obtained a first-class medal.

The sale of the famous Double collection of historical furniture, pictures and *bibels*, began yesterday. Fashion and *chic* require people "in society" to pretend at least to have a passion for art and bric-à-brac, so that the audience has a very fair sprinkling of duchesses and members of the aristocracy of the Stock Exchange. The Vicomtesse Greffuhle, a beautiful and wealthy lady, paid 13,200*fr.* for three volumes that came from Marie-Antoinette's library at Trianon, one of which was the Dauphin's grammar book. A very small work by Van Blarenbergh, drawing master to the Royal children, was sold for 27,500*fr.* Van der Meer's "Laughing Girl" was bought by Prince Demidoff for 88,000*fr.* To-day the snuff-boxes and *boxbonnières* are being sold, and to-morrow the furniture will be sold. It is expected that Marie Antoinette's furniture, of which M. Double had a great quantity, will be sold at immense prices.

Last Sunday there was brilliant company at Chantilly to see the Prix du Jockey Club contended for. This race, known as the French Derby, is supposed to serve to select the horse that is to be the champion of France in the Grand Prix de Paris, which will be run on June 12. The Count de Lagrange's Albion won by two lengths; the same owner's Pâtre, who was the favourite, came second, and Royaumeont, of the Chamant stud, third. Next Sunday, the great international steeplechase, the Grand Prix d'Auteuil, will be run.

M. Gambetta's visit to his native town of Cahors has been the great topic of the week in the newspapers, and his different speeches have been diversely commented upon. The journey, perhaps, has done rather harm than good to its hero. The reactionary journals laugh at it, and try to make out that the dictator was received without enthusiasm. The irreconcilable Radicals compare it to the Imperial progresses of old, and raise the cry: "Down with Gambetta!" It seems to be necessary to the French nature to concentrate their love or their hatred upon some one prominent personality whom they make out to be a god or a demon. As far as the interests of the French Republic are concerned, the conduct of M. Gambetta's friends is more prejudicial than all the silly attacks of his adversaries.

On Sunday M. Anatole de la Forge was elected deputy for the ninth district of Paris, in place of M. de Girardin, by 9198 votes. The Monarchist candidate, M. Hervé, obtained only 4250, and the Radical, Dr. Dubois, 2079.

The Senate has elected a committee to examine the *scrutin de liste* bill, the majority of whose members are opposed to the measure. This means that there will be probably a long debate on the subject in the Senate.

Yesterday the Chamber of Deputies began the debate on M. Barodet's bill for the revision of the Constitution. The debate was concluded this afternoon; the House refusing, by 254 to 186, to take M. Barodet's proposal into consideration.

Great excitement prevails in certain Parisian circles about the massacre and persecution of the Jews in Southern Russia. A grand fête is being organised for the benefit of the victims.

A new drama, called "Le Prêtre," by M. Buet, has been produced with success at the Porte Saint-Martin Theatre.

Two new volumes of poems by Victor Hugo, called "Les Quatre Vents de l'Esprit," appear to-day (Paris: Hetzel). They contain lyrical, satirical, dramatic, and epic poems, which the great poet's admirers, of course, declare to be incomparable. Amongst the new books of the week I may recommend a new and complete edition of "La Correspondance de l'Abbé Galiani" (Paris, Calmann Lévy), now appearing. Galiani was a lively and witty little Neapolitan Abbé, who was the friend and correspondent of Grimm, d'Alembert, Necker, and d'Epinay, and some of the choicest spirits of the eighteenth century. The same publisher has also issued two volumes of Madame de Rémusat's letters to her husband. After reading them I am of the opinion of one of Madame de Rémusat's lady friends, who told her frankly that conjugal love made her *bien ennuyée*. T. C.

A meeting of the committee to promote a national memorial of Drake and the Armada was held at Plymouth yesterday week. Nine peers, including the Lord Lieutenants of Devon and Cornwall, as well as the Bishop of Exeter, were stated to have intimated their willingness to become members of the General Committee. The memorial that is contemplated will cost from £5000 to £10,000, and to carry it out a national appeal will be made.

With a view to render the productions of their experimental garden at Chiswick more useful, the council of the Horticultural Society have abandoned the system of distributing scions, cuttings, and plants by ballot, experience having shown that in this way rare and valuable plants frequently fell into the hands of those who had not the proper appliances for their cultivation. It is determined henceforth to allow Fellows to select for themselves any which they may desire to cultivate.

FOREIGN AND COLONIAL NEWS.

ITALY.

The Cabinet has been finally constituted as follows:—Signor Depretis, President of the Council and Minister of the Interior; Signor Mancini, Minister for Foreign Affairs; Signor Zanardelli, Minister of Justice; Signor Magliani, Minister of Finance; Signor Baccarini, Minister of Public Works; Signor Baccelli, Minister of Public Instruction; Signor Berti, Minister of Agriculture; General Ferrero, Minister of War; Admiral Acton, Minister of Marine. The new Cabinet has inaugurated its administration by abolishing the vexatious regulations requiring foreign holders of Italian Rente to prove their nationality to obtain cash payments for their coupons.

SPAIN.

The Calderon fêtes in Madrid excited much enthusiasm, and the celebration, it is said, "is admitted on all hands to have surpassed any peaceful demonstration ever made in Spain." The festivities on Thursday week consisted of a procession of the rising generation of Spain of both sexes through some of the principal streets. About 8000 students and scholars, with a sprinkling of professors and others connected with education, took part in the ceremony, which lasted three hours. At night there were fireworks in the promenade of Atocha.

The festivities were brought to a close yesterday week by a historical procession, which for splendour and interest is said to have surpassed anything that has for many years been witnessed in Spain. The march of the procession through the principal streets, which were elaborately decorated, occupied five hours. It consisted of deputations from every town council, guild, and literary, commercial, and official corporation in Spain. There were, besides triumphal cars, allegorical statues on platforms drawn by horses, and soldiers in the uniforms of the seventeenth century. Owing to the crowded state of the streets, the soldiers had some trouble in maintaining order. At night the city was illuminated.

PORTUGAL.

The Cortes reassembled on Monday. A bill providing for the Ways and Means was presented, and referred to a Committee. A dissolution of the Cortes is expected shortly, and a general election will take place in September.

In the Chamber of Peers on Tuesday the Minister of Foreign Affairs stated that the Government considered it necessary to defer Parliamentary action upon the Lorenzo-Marques Treaty because the settlement of affairs in the Transvaal might necessitate a modification of its provisions. A complete understanding on the subject existed between England and Portugal.

AUSTRIA-HUNGARY.

The Special Committee of the Reichsrath has accepted the Commercial Treaty with Germany almost unanimously; not one voice being raised in favour of free trade.

The Lower House resolved on Tuesday, by 203 against 57, to begin the discussion of the clauses of the bill for the establishment of a Bohemian University at Prague. The whole bill, with some amendments, was finally agreed to, after a motion of Herr Granitsch, making it compulsory upon every student at the new Czech University, who should intend entering a public profession to have a perfect knowledge of the German language had been rejected.

GERMANY.

Prince Bismarck has submitted to the Reichstag a memorial complaining that in Eastern Asia, Australia, and the South Sea Islands Germany is outstripped by England in trade.

A Berlin telegram says that the Hamburg Senate is stated to have approved, by eight against two votes, the preliminary treaty for the incorporation of Hamburg with the Zollverein.

DENMARK.

The new Folkething assembled yesterday week and re-elected M. Krabbe as provisional president. During the debate on the first reading of the Budget in the Folkething on Monday M. Holstein-Ledreborg, a member of the Left, declared that a more conciliatory attitude on the part of the House towards the Landsting was impossible in view of the result of the late elections. The President of the Council replied that should the Folkething adhere to the position which it had taken up it was probable that the Landsting would no less resolutely follow a similar course, a state of affairs involving consequences which, the Premier observed, it was needless to point out. The Premier's observations are regarded as indicating the probability of a fresh dissolution of the Folkething.

TURKEY AND GREECE.

The Convention between Turkey and Greece was on Tuesday signed at Constantinople, and orders have been dispatched for the immediate evacuation of Thessaly.

A decree was signed at Athens on Tuesday transferring to M. de Lesseps and General Turr the concession granted to other parties some years ago for cutting a canal through the Isthmus of Corinth.

AMERICA.

Monday was a general holiday at Philadelphia, being devoted to religious services and decorating the graves of the Union soldiers who fell during the rebellion.

The prolonged negotiations between Mr. Blaine, Secretary of State, and Sir E. Thornton, British Minister at Washington, regarding the Fortune Bay and Aspe Bay fishery disputes, were brought to a conclusion on the 28th ult. It has been agreed that Great Britain shall pay £15,000 in gold, for which amount the United States Government will give a receipt in full, in satisfaction of all demands.

The New York State Legislature voted for United States Senators on Tuesday without any result, no candidate having a sufficient majority. Mr. Conkling received only 35 and Mr. Platt only 30 votes, the return for each of them being less than one third of the Republican vote.

The war-vessel Alliance, stationed at Norfolk, has been ordered to proceed on a cruise in search of the Arctic exploring vessel Jeannette between Greenland, Iceland, and the coast of Norway, and as far as the northern coast of Spitzbergen, if it should be found possible to reach that latitude. The cruise of the Alliance will extend until about Sept. 25.

CANADA.

The arrangements for a tour through Canada, from which Princess Louise has, by advice of her medical attendants, withdrawn, comprised a fortnight's salmon-fishing in the St. Lawrence. After this the Governor-General and his party were to go to Halifax to a grand review, to take place on July 1; and about the middle of July the Governor-General and the Princess were to have started on a trip through the north-west portion of the Dominion.

In Tuesday's sitting of the Quebec Legislative Assembly the Minister of Finance brought forward the Budget, according to which the estimated revenue of the province for the past year exceeded the actual receipts by 700,000*dols.* On the other hand, the actual disbursements in the ordinary general business of the province, exclusive of railway expenditure, fell short of the sum appropriated for those purposes by 30,000*dols.*

Several severe shocks of earthquake have been felt at Murray Bay, in the province of Quebec, causing considerable landslips.

Further painful details of the terrible disaster to the excursion-steamship Victoria on Tuesday week, near London, Ontario, add to its horrors. It is stated that when the steamer lurched, the boiler on her main deck broke loose, and slid off through her side into the water, carrying away the supports of the upper deck, which fell in, crushing the people beneath, and, as the boat settled, holding them under water, and preventing all chance of their escape. The excitement caused by the catastrophe is described as intense, and the inhabitants of the entire city go into mourning for thirty days. Public indignation against the captain and officers of the Victoria is said to be increasing. Several persons have become insane through the loss of their friends. Resolutions of sympathy with the bereaved persons have been received from all parts of the Dominion, and the Marquis of Lorne, (Governor-General) has sent a message of condolence. She is described as a boat 80 ft. long over all, with 23 ft. beam, and 4 ft. 6 in. depth of hold, suitable for carrying about 400 passengers. The inquest on the bodies of the persons, numbering between two hundred and three hundred, who perished has been opened; the evidence given being, it is stated, of a damaging character for the officers of the steamship company to which the Victoria belonged.

The following are the material portions of a statement made by Captain Rankin, the master:—

When we got to the wharf at Spring Bank there was a large crowd waiting, and before I could get some of the passengers out others rushed on the after part, jumping in and climbing over the sides in every direction. I ordered them off, but very few paid any attention, and only about fifteen or twenty went off the boat. After we started a number of people on the lower deck began singing and moving around. Presently I noticed a slightly different action on the boat, and, being unable to leave my post at the wheel, I sent a boy to the engineer to ascertain if there was any danger. She was listing some to starboard, and as I was getting more anxious I sent the boy down again. He returned with the word from the engineer that unless we could straighten the boat there was danger. I was looking forward to a sandbar about 200 yards ahead, on which I intended to beach the boat. That was my determination, because I was beginning to get anxious. Just then a couple of row-boats came alongside, the occupants of which were racing, and the crowd rushed to the side of our craft to see them. The engineer then sent up word that I should try to get the crowd to go aft, because the water was coming in. Just then the people made a rush to the port side, and as they did so the vessel just took a lurch and went with her port bow down. Then the boiler shifted from its position and went through the side. I believe the vessel would have recovered herself only for the boiler going over. As it went it carried away the main deck, and that let down the upper deck with the crowd on it. Many of the passengers were imprisoned between the water and the top of the deck, which came down above them; but they had breathing space of a foot or so, which would have saved many had not others persisted in climbing on the floating deck, thus crushing it down and smothering those underneath. In a few minutes all who were thus imprisoned were drowned. I then swam ashore. The Victoria was flat-bottomed, scow-shaped at both ends, and registered to carry 400 passengers. I do not think we had more than 450 on board, because there is not standing room on the boat for that number at eight inches space to each person. I attribute the disaster to the fact that the vessel leaked, because when I sent the boy down to the engineer he said there was half an arm's length of water in the hold. I was praying earnestly that we might reach the sand-bar, where I intended to beach her until we could get help. I would have run on shore only the bank was so steep, and I knew it was useless, because she would have turned upward on striking the bank. The boat was managed by myself, an engineer, a fireman, two deck hands, and the purser.

SOUTH AFRICA.

The *Standard's* special correspondent at Newcastle sends a long telegram respecting the state of the Transvaal of a similar tenor to many of his former despatches. The committee of the loyal inhabitants, it is stated, continue to lay before the Commission affidavits detailing oppressive and illegal acts committed by the Boers since the conclusion of peace; while the Boer leaders, on the other hand, assert "that the same system of lying and misrepresentation which brought about the unjust annexation of the country is now being directed to bring about further bloodshed." From Heidelberg it is reported that the movement of resistance to the restoration of the Boer rule is making rapid progress among the natives throughout the Transvaal.

According to the *Daily Telegraph* correspondent's special telegram, indications point to a peaceful settlement in the Transvaal. The guns taken at Potchefstroom were restored to the English on Monday. Reports of fighting between the Boers and the natives are contradicted.

INDIA.

Telegrams from India report that the contest between the Ameer and Ayoub Khan has begun. Fighting has taken place in the neighbourhood of Girishk, where a band of Ayoub's partisans, under Seyyid Azim Shah, were attacked and defeated by Gul Muhammed, who is holding Girishk for the Ameer.

The Calcutta correspondent of the *Times* says that the Indian Government has received peremptory orders from home directing that the evacuation of the Pishin Valley shall be made as early as practicable. Quetta is to be the extreme frontier position. The British force there is to be of the same strength as before the campaign. This order, the correspondent adds, "has been issued in spite of the protests of the Indian Government and of all competent military authorities here."

AUSTRALIA.

Mr. Saul Samuel, Agent-General for New South Wales, has received a telegram stating that the revenue of the colony shows a considerable increase, and that the receipts for the present year up to the end of May exceed the corresponding period of last year by £676,000. The revenue for 1880 was £4,912,000. The Treasurer's estimate for the present year was £5,440,000, an increase of £528,000. The estimate has already been exceeded, and it is confidently anticipated that the year's revenue will reach, if not exceed, £6,030,000. The Census shows a population of 750,000, or an increase during the decade of 250,000.

The arrivals of live stock and fresh meat at Liverpool from the United States and Canada last week were, of live stock a large increase and of fresh meat a decrease on the arrivals of the preceding week: making a total of 1426 cattle, 1377 sheep, 5826 quarters of beef, 1159 carcasses of mutton, and 197 hogs.

A review of troops at Cape Coast Castle took place on the 3rd ult. before Sir Samuel Rowe, at which the Ashantee Ambassadors and the Fantee chiefs were present. On the 4th inst. Sir Samuel Rowe replied to the King's message, promising to refer his apology to the Queen on payment of the 2000 oz. of gold-dust. On the evening of the 4th her Majesty's ship Wye left for Sierra Leone, with 120 men of the 1st West India Regiment on board. Her Majesty's ship Champion left Elmina on the same day.

The arrangements for the forthcoming Summer Circuits of the Judges are at present as follows:—Midland, Mr. Justice Stephen and Mr. Justice Watkin Williams; Northern, Lord Chief Justice Coleridge and Mr. Justice Lopez; North-Eastern, Mr. Justice Hawkins and Mr. Justice Kay; South-Eastern, Lord Justice Bramwell and Mr. Justice Denman; Oxford, Mr. Justice Mathew and Mr. Justice Cave; North Wales, Lord Justice Cotton; South Wales, Mr. Baron Pollock; Western, Lord Justice Lush and Mr. Justice Manisty.



MUSIC.

ROYAL ITALIAN OPERA.

"Le Prophète" was given on Thursday week—for the first time this season—with a cast mostly similar to that of last year, including the fine performances of Madame Scallchi and Signor Gayarré, respectively, as Fides and John of Leyden. As before, the co-operation of Mdle. Valleria as Berta was an important aid to the general effect. M. Dauphin as Count Oberthal confirmed the favourable impression produced by his recent début here; and other characters were efficiently filled by Signori I. Corsi, Scolaro, and Silvestri. The stage splendour, in the skating-scene and the coronation ceremonial in the cathedral, was as remarkable as heretofore.

On the following evening "Lohengrin" was repeated; and on Saturday the opera was "La Traviata," with Madame Patti's well-known impersonation of the character of Violetta, in which the great prima donna sang with her usual brilliant vocalisation and dramatic expression. In the scena "Ah! fors' è lui," with its final bravura movement; in the duet with the elder Germont and that with Alfredo, and in the closing death scene Madame Patti's performance was characterised alternately by sentimental expression and passionate earnestness. The occasion brought back Signor Nicolini as Alfredo, another equally familiar feature in the cast having been the Giorgio Germont of Signor Cotogni. On each of these occasions M. Dupont conducted.

On Monday Madame Patti appeared for the third time this season, the opera having been "Il Barbiere di Siviglia," in which the prima donna, as Rosina, sang with her usual excellence. Signor Nicolini was the Count Almaviva; other familiar performances having been Signor Cotogni's Figaro and Signor Ciampi's Bartolo. Signor De Reszké gave special importance to the character of Basilio. Signor Bevignani conducted.

On Tuesday Madame Albani appeared as Mignon, in M. Thomas's opera so named, and repeated a charming performance that has been commented on during past seasons. The cast was otherwise efficient, having included Mdle. Valleria as Filina, Madame Trebelli as Federico, Signor Tecchi as Guglielmo, M. Gailhard as Lotario, Signor Ciampi as Laerte, Signor Scolaro as Giarro, &c. M. Dupont conducted. "Der Freischütz" was announced for yesterday (Friday) evening, with Madame Fürsch-Madier as Agata, and the first appearance of Mdle. Guercia as Annetta. The next important specialty will be the production of Mozart's "Il Seraglio," announced for Thursday next.

HER MAJESTY'S THEATRE.

Saturday's performance derived special importance from the return of Madame Christine Nilsson, who appeared as Margherita in "Faust." The event drew an overflowing audience, and the reception of the prima donna was of the most enthusiastic kind. Her performance was throughout fully equal to that of any previous occasion, both in the poetic idealism and charming grace of the Garden-scene music and in the deeper emotions of the subsequent situations of remorse and penitence in the cathedral, and resignation and hope in the final dying scene in the prison. Mdle. Nilsson's brilliant vocalisation in the "Jewel-song" produced a special impression, and the last portion had to be repeated. Mr. Maas made his first appearance this season, and sang with his usual good cantabile in Faust's cavatina "Salve dimora," and with much effect in the duet trio, in which his resonant high chest notes were heard to much advantage. Signor Novara, as Mephistopheles, made a successful first appearance. His acting, although perhaps occasionally a little too grotesque, was clever and effective; a touch of humour having been sometimes mingled with the diabolical aspect. He was encored in the aria "Dio del or," and much applauded in the mocking serenade. Mdle. Tremelli's Siebel and Signor Del Puente's Valentino were repetitions of excellent performances that have frequently been commented on.

Thursday week brought back Mdle. Lehmann, who appeared as Violetta in "La Traviata," the part in which the lady made her début here last season. Again her performance was characterised by vocal and dramatic qualities of a high degree of merit. She sang, indeed, with enhanced effect throughout the opera, and her reception was such as to promise well for her future here. Not only in vocal brilliancy, but also in dramatic intensity has Mdle. Lehmann advanced since her last year's performances. Signor Ravelli was a very satisfactory Alfredo, and Signor Galassi sang effectively as the elder Germont.

PHILHARMONIC SOCIETY.

The sixth and last concert of the sixty-ninth season took place on Thursday week, and included very effective orchestral performances of Mendelssohn's "Isles of Fingal" overture and the third of Beethoven's to "Leonora" and Schumann's symphony in B flat (No. 1). Madame Sophie Menter played Beethoven's pianoforte concerto in E flat (the "Emperor") with admirable execution, and gave Liszt's "Don Giovanni" fantasia in the highest style of bravura playing, its enormous difficulties having been accomplished with rare skill.

Madame Albani sang the prayer from "Tannhäuser" with exquisite purity and refinement of style, and gave the brilliant aria "Souvenir de' miei primi anni" (from Hérold's "Le Pré aux Clercs") with special effect; the violin obligato of Herr Straus having been an important feature. Mr. Herbert Reeves sang the air "Dalla sua pace" (from "Don Giovanni") and Abt's lied "Gute Nacht" with smooth vocalisation.

MR. GANZ'S ORCHESTRAL CONCERTS.

At the third concert (at St. James's Hall last Saturday afternoon) Berlioz's "Romeo and Juliet" symphony was performed, ending with the Queen Mab "Scherzo." We recently spoke of this remarkable work in reference to its performance by the Philharmonic Society, for the first time in England, in its complete form. At last Saturday's concert it received an efficient rendering, the incidental vocal solos having been sung by Miss Orridge and Mr. F. Leigh; and the choral portions by a well selected choir.

Herr Ernst Loewenberg made a very successful first appearance, and displayed remarkable executive skill in the performance of the fourth pianoforte concerto (in D minor) of his instructor, Rubinstein; and Liszt's fantasia on themes from Beethoven's "Ruins of Athens" music. Mendelssohn's "Hebrides" overture, and Rossini's to "Guillaume Tell," and vocal solos contributed by Miss Orridge, completed an interesting programme.

The fifth of the Richter concerts took place on Monday evening, and the sixth on Thursday. On the former occasion the programme opened with Mr. C. V. Stanford's setting of the 46th Psalm, "God is our hope and strength," for solo voices, chorus, and orchestra. The work includes a quartet for the solo voices, and a baritone solo; the remaining portions being choral. Without being original, the music is scholarly, and in some instances effective. The vocal solos were well rendered by Mrs. Osgood, Miss Orridge, Mr. Shakspeare, and Mr. F. King. The remainder of the programme included

Mr. Dannreuther's brilliant execution of Liszt's Pianoforte Concerto in E flat, and fine orchestral performances of Haydn's symphony in A (No. 30) and the overture to "Tannhäuser." Of the sixth concert we must speak next week.

Mr. J. F. Barnett's new cantata, "The Building of the Ship," was performed for the first time in London, at St. James's Hall, last week, when the work was very favourably received, as on its first production at the Leeds festival last October. The solo vocalists, on the occasion now referred to, were Misses A. Williams, J. Jones, and E. Gibson, Madame Patey, Mr. Lloyd, and Mr. Santley. There was an efficient orchestra and a good chorus, and the performance was conducted by the composer. Several numbers were encored. The second part of the concert, which was miscellaneous, included Miss E. Burnett's clever performance of Beethoven's Pianoforte Concerto in G.

Miss Lillie Albrecht gave her first pianoforte recital last Saturday afternoon at Aberdeen House (Argyll-street). This young lady is not only a skilful pianist, but also knows how to write effectively for her instrument. Her programme accordingly comprised solo performances of pieces chiefly by herself, in addition to which vocal music was contributed by well-known singers.

Mr. Oberthür's concert at St. James's Hall, on Monday afternoon, included a performance of his cantata, "The Red-Cross Knight." The work is written for female voices, and contains some graceful and effective music. The principal singers were Misses C. Penna, Foresta, M. Poole, S. Eirener, Doré-Desvignes, and J. Pelletier. The incidental harp accompaniments were well played by Mr. Oberthür's pupils, Misses K. Dyne and E. Fortescue. The first part of the programme was miscellaneous, and included two harp solos skilfully played by Mr. Oberthür, the clever violoncello playing of M. Hollman, and vocal pieces contributed by Mdle. V. de Bunsen, Mr. H. Thorndike, and vocalists already named.

The annual meeting in connection with the Tonic Sol-fa College was held on Monday evening at Exeter Hall—Sir H. Cole, K.C.B., presiding. From the report it appears that the college, which has been incorporated six years, is now nearly self-sustaining.

Mr. Santley's concert took place at St. James's Hall on Tuesday evening, the performances having included his own excellent singing and that of his daughter, Miss Edith Santley, besides the co-operation of Mesdames Sherrington and Patey, Mr. E. Lloyd, Mr. H. Reeves, Mr. Maybrick, and the members of the London Vocal Union. Mr. Sims Reeves was prevented by illness from appearing.

The fourth Matinée of the Musical Union took place on Tuesday, when the artistes were the same as at the preceding concert.

The last concert of the Bach Choir—postponed from May 18—took place at St. James's Hall this week, the programme having consisted of Bach's mass in B minor ("Dis Höhe Messe"). The solo singers announced were Mesdames Sherrington and Passett, Mr. Shakspeare, Mr. Burgon, and Mr. Kempton. Of the performance we must speak next week.

The first of a series of Pianoforte Recitals by Herr Rubinstein was announced for Thursday afternoon at St. James's Hall. The programme consisted of solo pieces by Bach, Mozart, Beethoven, Schumann, Chopin, and Rubinstein.

This (Saturday) afternoon the second concert of the season in the Floral Hall (adjoining the Royal Italian Opera-House) is to take place; and at the same time Mr. John Boosey gives another ballad concert at St. James's Hall.

M. Hlavatch—the eminent organist to the Court of St. Petersburg—announced his first public harmonium recital in this country for yesterday (Friday), at Steinway Hall.

Among the miscellaneous concerts of the week were those of Madame Puzzi, Miss Annie Matthews (vocalists); Mr. W. H. Thomas and Madame Viard-Louis (pianists); and Mr. Aptommas (harapist).

Madame Frickenhaus announces her third concert next Wednesday evening, at the Royal Academy of Music.

Madame Sophie Menter—the eminent Austrian pianist—has announced a Pianoforte Recital to take place at St. James's Hall next Thursday afternoon. Her previous fine performances will attach much interest to this event.

The Sacred Harmonic Society's last concert of the season is announced for Friday evening, June 10, when Sir J. Benedict's "St. Cecilia" (conducted by the composer) and Rossini's "Stabat Mater" are to be performed.

The twentieth triennial Norwich Musical Festival will be held from Oct. 11 to Oct. 14 inclusive. The principal vocalists engaged are Madame Albani, Miss Marie Davies, Mrs. Osgood, Madame Patey, and Madame Mudie Bolingbroke, Mr. E. Lloyd, Mr. Barton McGuckin, Mr. Santley, Mr. Brockbank, and Mr. F. King. There is to be an additional concert on the evening of the last day of the festival, when a dramatic cantata, composed by Sir Julius Benedict expressly for the festival, will be produced.

The Westminster Panorama will be opened to the public on Whitsun Monday. The first piece presented will be the "Battle of Waterloo," which will be succeeded by other battle-pieces. The picture in question is painted by Mons. C. Castellani and covers over 20,000 square feet of canvas. All the accessories have been well studied and worked out in a realistic manner.

The *Standard's* Special Correspondent at Salonica telegraphs an account of Mr. Suter's captivity, as narrated by himself. After the ransom had been paid the brigands demanded arms and ammunition. As these were refused, the brigands detained Mr. Suter and the dragoman who conveyed the ransom. At night the brigands left their hiding-place, warning their captives that if they dared to leave before their return in the morning they would, if caught, be shot. As the brigands did not return, Mr. Suter and the dragoman escaped to the shore; and were taken on board the *Cygnét*. Mr. Suter says the brigands were well informed of all that was passing in Macedonia, and that they took great interest in the rectification of the Greek frontier. Mr. Suter's account of his captivity furnishes a vivid picture of the manners and morals of the brigands, whose character is much the same whether they lurk in the dark defiles of the Abruzzi or prey upon the helpless villagers of Macedonia. The bandits, who appear to have been chiefly of Hellenic descent, were a suspicious, quarrelsome crew, idle, brutal, superstitious, and "much interested in the negotiations about the rectification of the Greek frontier." When not plundering they spent their time in dancing, drinking, playing cards, and recounting their exploits. Like all their class, Mr. Suter's captors made up for their lack of morality by their punctilious performance of ecclesiastical ceremonies. The brigands used most profane and blasphemous language; but they were superstitious, and were strict in their religious observances. They fasted the whole of Lent, and celebrated Easter Day with great solemnity, their salutations including kisses, which were also bestowed upon the captive. They burned incense, chanted an Easter hymn, and always crossed themselves before and after meals.

DERBY DAY SKETCHES.

The finest bright and warm summer weather, befitting the First of June, favoured the people on Wednesday last, making their way by road and rail to Epsom Downs, for the purpose of a general holiday, under the pretext of seeing whether Peregrine, Iroquois, Geologist, or some other horse was going to win the Derby Sweepstakes. Of the race and its "event," or more properly its result, the chronicler of National Sports may be left to report and to comment at his own discretion. One of our Artists has filled two pages of this sheet with Sketches drawn from his frequent observation of diverting scenes on the course, and on the way thither, which may, indeed, be recognised without explanation by thousands of our readers who have often been there.

The proportion of visitors to this year's "Derby" who went by the turnpike road, in a great variety of wheeled carriages, stately or shabby, drawn by various four-footed beasts, harnessed singly, or in pairs, or in the glory of four-in-hand teams, was less than in former years compared with those who accepted the services of the Railway Companies, as did the Prince and Princess of Wales. The ride or drive through the suburban villages, after leaving the Elephant and Castle, Kennington Park, and Clapham-common a few miles in the rear, is full of amusing sights and figures, but it is so very dusty that there is little benefit of fresh country air. Two girls, who have made sad figures of themselves with two hours' exposure to this disagreeable accompaniment of the journey, are shown in the first Sketch, receiving the treacherous attentions of a man and a boy who pretend to brush their dresses. These obsequious practitioners may, perhaps, be familiar with Ovid's sly instructions to the Roman youth who would know how to win a lady's favour by removing the dust from her robe; and even if the garment be free from dust, *si nullus, tamen exerce nullum*.

Passing over the group of a gentleman with two ladies, "not in Mr. Frith's picture," but rather of the Jellaby-Postoffice waite and Maudie persuasion, we come in front of the Post Office Telegraph office, where an artful dodger, professing to sell the correct information, or "straight tip," just received in the shape of a telegram, concerning the state and prospects of horses entered for the race, shouts and waves his bit of paper to delude unwary customers.

There is a melancholy personal interest, as some may think, in the two companion views, one that of a reminiscence from half a century ago, the other a present experience of this year 1881, in which an old lady, nursing as she sits in the family carriage, feeling very lonely amidst crowds of the younger generation, contemplates "her First" and "her Last Derby." She does not look likely to come and see another next year.

In two succeeding pictures we behold the scenes invariably to be witnessed on the course; a few minutes before the race, when the police, in close array, march over it to clear the ground for the horses; then, immediately after they have galloped past, urged by their jockeys to the utmost possible speed, that inevitable "rush" of people from both sides, breaking in upon the inclosed strip of turf, with a roaring clamour of tumultuous excitement, like every other English mob, regardless of all but the momentary "event."

At the very "Finish," however, of this great equine contest, when ladies as well as gentlemen are eagerly watching the arrival of the leading horse at the goal, a footboy behind, in company with another greedy youth, is found so depraved as to go on eating and drinking, without even turning his head. The remaining Sketch portrays the incident of two or three fraudulent betters, or "weshers," running away from their engagements beneath the Grand Stand, before anybody has time to think of kicking or knocking them down.

ROYAL NATIONAL LIFE-BOAT INSTITUTION.

A meeting of this institution was held on Thursday, at its house, John-street, Adelphi. Mr. Richard Lewis, the secretary, having read the minutes of the previous meeting, rewards were granted to the crews of different life-boats for recent services. On the occasion of the Duke and Duchess of Edinburgh desiring to land at Sidmouth from H.M.S. *Lively*, it was found that there was too much sea on the beach for her steam-launch to land in safety, and in rounding it it was struck by a sea and nearly capsized. The Sidmouth life-boat of the institution, which had been got out in readiness for inspection, was thereupon instantly launched, when their Royal Highnesses availed themselves of its help. The Ramsgate Harbour life-boat and steamer, and the North Deal life-boat had helped to save the s.s. *Gervaise*, of London, having on board a crew of eighteen men and one passenger, which had gone on the Goodwin Sands. The Ramsgate life-boat and steamer also assisted to rescue the schooner *Aldebaran*, of Lauwig, Norway, and her crew of five men, which vessel had also stranded on the Goodwin Sands. The Cadgwith life-boat had helped to take the disabled schooner *Ellen Vair* into Penzance harbour. Rewards were granted to the crews of different shore-boats for saving life from shipwrecks on the coast, and payments amounting to £2400 were made on the 271 life-boat establishments of the institution. Amongst the contributions recently received were £100 from the Misses Brooke, sisters of the late Mr. John Brooke, Q.C., per John Richardson, Esq., Q.C.; £100 on behalf of the late Mr. Josiah Ruck, King William-street; £20 from "Psalm lx. 13, 14;" and £10 collected on board the s.s. *Orient*, per Captain Hewison. The late Miss Downie, of Appin, N.B., had left the institution a legacy of £1000 for a life-boat; Mrs. Pratt, of Leamington, £100; and Mrs. Jay, of Yarmouth, nineteen guineas. Reports were read from the chief inspector and the five district inspectors of life-boats to the institution on their visits to different life-boat stations.

UNIVERSITY COLLEGE, NOTTINGHAM.

The committee of management of University College, Nottingham, on Tuesday appointed the following gentlemen to the professorships in this college:—

To the Professorship of Literature—Rev. J. E. Symes, M.A. Mr. Symes graduated in the Mathematical Tripos at Cambridge in 1874, and has been for many years University Extension Lecturer in Nottingham and other towns. He is at present second master at the Grammar School, Newcastle-on-Tyne.

To the Professorship of Mathematics and Mechanics—J. A. Fleming, B.A., D.Sc. Dr. Fleming obtained a first-class in the Natural Science Tripos at Cambridge, 1880, and held a Foundation Scholarship at St. John's College. He is at present Demonstrator in Mechanics and Applied Mechanism, under Professor Stuart, and Assistant-Examiner in Experimental Physics in the University of London.

To the Professorship of Chemistry—F. Clowes, D.Sc., F.C.S. Dr. Clowes is at present Senior Science Master at the High School, Newcastle-under-Lyme, and was for five years assistant to Dr. Frankland.

To the Professorship of Natural Science—The Rev. J. F. Blake, M.A., F.G.S. Mr. Blake graduated in 1862 as fifteenth wrangler, and was first of his year in the Natural Science Tripos at Cambridge. He has held lectureships at Aberystwith College, at Charing-cross Hospital, and King's College, London; and is the author of several well-known scientific works.

The birthplace of Burns has passed into the hands of the trustees of the Burns Monument, and will henceforth be preserved by them and exhibited to the public.

SUNDAY MORNING IN "OLD VIRGINIA."

An American artist, named E. A. Abbey, has in this picture shown us a domestic scene in the life of the old-fashioned planter class of the Southern States, whose manners and habits remain, in some particulars, very little altered from what they were in the last century, notwithstanding the Revolution, the Federal Republic, the Secession War, and Slave Emancipation. The old gentleman, after breakfast on the Sunday morning, is getting himself ready to go to church, attired in buckled shoes and gaiters, knee-breeches and buttoned-up coat, with a thick white neckcloth; while his faithful coloured servant, the mulatto Joseph, is helping him on with the overcoat, and his broad-brimmed white hat, with its respectable black band, lies on the hall table. He has lately married a young wife, who comes lightly and leisurely down stairs, apparently half-inclined to excuse herself, and to tell him, after all, that she "calculates she will not go out this morning;" but she has put on a smart little hat, though otherwise dressed with an easy negligence that scarcely promises more than a stroll to the garden gate. This lady has an air of serene complacency, which may, perhaps, have arisen from the consciousness of always having her own way, but which does not infallibly betoken a sweet temper or resigned disposition. The face of the worthy Squire, as a country gentleman of his class would be called in Old England, is highly characteristic; it is expressive of a life-long patient attention to the routine business of his estate and neighbourhood, with a certain slow shrewdness, and a large share of conscientiousness, which often accompany the care of agricultural property. We do not believe that he was a cruel master in the days of slavery; and he finds willing labourers at the fair wages he will pay in these days of an open market or field-hands of the African race.

THE SILENT MEMBER.

The Derby jocularly of the Lower House was conspicuous by its absence from the usually calm atmosphere of the Lords on the eve of the Derby. In lieu of the quips of Mr. R. Power and Sir Wilfrid Lawson on the congenial subject of adjournment for the great race of the year, there was in the Upper Chamber quite an ebullition of feeling on the part of Lord Ellenborough. The noble Lord had to be called to order by Earl Granville for more forcibly than politely protesting against the administration of the Army and the Navy by civilians, and for a heated allusion to "the system of jobbery" in "another place." This passage of arms, due to an interrogation from the Earl of Galloway concerning Army Reorganisation, may not be without use, however, if it calls the attention of the Government to the public dissatisfaction, speaking mildly, that prevails regarding the chaotic condition of the Army. Whatever influence the sultriness of the weather may have had out of doors on the Marquis of Salisbury, in his place in Parliament the Leader of the Opposition has been singularly suave. After noble Lords (led by the Duke of St. Albans on Griffith's Valuation) had indulged yesterday week in a preliminary cant on the Irish Land problem, Earl Delawarr broke ground on the French Protectorate of Tunis, affording the Marquis of Salisbury the opportunity of appearing in the novel character of a supporter of the noble Earl, the Foreign Secretary, with whom he agreed that there would be no public advantage in "expanding" the question. In fact, the cordiality of the late Foreign Secretary's agreement with the action of France and with the despatches of Lord Granville was something remarkable. No other point calls for remark in the Upper House, save the high promise the Earl of Dalhousie exhibited on Monday in answering Lord Norton's speech on Reformatory Schools, and in securing, apropos of the Brussels scandal, a Select Committee "to inquire into the state of the law relative to the protection of young girls from artifices to induce them to lead a corrupt life, and into the means of amending the same."

The hilarity which is ever ready to burst forth in the House of Commons gives relief now and then to the monotonous debate on the Ministerial Land Bill for the cure of Ireland's ills. Here we have the Prime Minister in his habit as he yielded food for mirth yesterday week, by momentarily balancing on the top of his head a hat several sizes too small for him. Perhaps, the only thing in which Mr. Gladstone resembles the late Earl of Beaconsfield is that he does not wear his hat whilst in the House—a tribute of respect to the assembly which few of his colleagues, and still fewer of the general body of members join in. Did the right hon. gentleman but possess a stronger sense of humour he would have laughed as zestfully as anyone did at the ludicrous position he found himself in when, having to wear a hat to put himself in order, none was forthcoming for a while. The incident arose in this way, Lord E. Fitzmaurice had moved an amendment, supported by Sir Stafford Northcote, to the effect that the consideration of clause 1 of the Land Bill should be postponed until the constitution of the proposed tribunal should be settled. The House having been cleared for a division, Mr. Gladstone rose to address Dr. Lyon Playfair on a point of order, but, being hatless, he was transgressing a rule in doing so; and the Opposition clamoured "Order! order!" until the Solicitor-General came to his rescue with a hat, which proved absurdly small for the Prime Minister. Not till then, amid general laughter, was Mr. Gladstone permitted to put his question of order, which Dr. Playfair decided against him. Loud Ministerial cheers broke out, however, when, on a division being taken, Government obtained the large majority of 83—246 to 163 votes. Later on, Mr. Warton, who is growing quite notorious for his interruptions, was on the brink of being "named" through a misunderstanding. The sitting proved a protracted and tedious one. Mr. Blennerhassett's motion for a Select Committee to inquire into the best systems of electing members was negatived by 102 votes to 40; and Lord Randolph Churchill's endeavour to secure a grant for the Irish Fisheries was fruitless. Thereafter, Mr. Childers sought to obtain a vote for the Army provisions; but the Home Rulers kept up the opposition to the vote till five o'clock on Saturday morning!



Wanted—a little of Lord Palmerston's good-humoured tact to disperse the storm in a teacup which now not un seldom breaks over the devoted heads of hon. members! The Speaker has, it must be admitted, done much to diminish the small personal questions (generally the outcome of vanity, or of that irrepressible egotism which is the chief characteristic of the "Fourth Party"), that threatened to stop business altogether before the right hon. gentleman wisely combined some degree of necessary firmness with the urbanity which is natural to him. An infusion of the genial philosophy of Lord Palmerston is sadly needed by Mr. Gladstone, to enable him, by the use of a few adroit phrases, in place of an unnecessarily earnest and prolonged speech, to reduce these personalities, and the offending persons with them, to their proper proportions. The lack of this requisite quality for directing the storm was made clear on Monday. Mr. Mitchell Henry (hit off as he delights to pose as the polished guardian of the privileges of the House, which I am sure Mr. Truefitt will agree with me in saying he adorns) caused much valuable time to be wasted by exercising his finished elocution and declamatory powers on the contemptible theme of a letter written from Paris by a Mr. Patrick Egan, treasurer to the Land League, and applying certain uncomplimentary epithets to Mr. O'Connor Power, Mr. McCoan, and The O'Donoghue for voting with the Government on the second reading of the Land Bill. Mr. Mitchell Henry called upon the Speaker to prohibit Mr. Egan from entering the Lobby for this offence. The Milesian storm thus raised was not soon allayed. Mr. McCoan seconded the motion of the hon. member for Galway. Mr. Parnell objected that, if carried, it would be tantamount to a "declaration that the editors and proprietors of the *Freeman's Journal* (in which ably conducted Dublin daily the precious missive appeared) had been guilty of a breach of privilege." The marked omission of any mark of disapproval of Mr. Egan's epistle in Mr. Parnell's speech gave Mr. O'Connor Power (sketched in his high, oratorical manner) an opportunity of dealing the Land League a damaging blow. As a speaker Mr. O'Connor Power is infinitely superior to Mr. Parnell, who has, perhaps, the smallest voice and quietest manner ever possessed by a popular Democratic leader. Lifting his resonant voice, then, the hon. member for Mayo dextrously took advantage of the occasion



to demonstrate the venality of, at least, one affair of the Land League. Challenged by Mr. Parnell, Mr. O'Connor Power elicited loud cheers by reading a telegram sent from the Land League head-quarters in Dublin, and soliciting Mr. Power to use his influence on behalf of "Mr. Daly, solicitor, Ballinrobe, who seeks Crown Prosecutorship for Mayo." Not until Mr. Gladstone had poured out the vial of his scorn on the writer of the letter complained of, and Sir Stafford Northcote and other members had spoken, was Mr. Mitchell Henry's motion agreed to; and even after that this personal squabble dragged its slow length along, on the strength of Mr. Parnell's motion for the adjournment. On the Land Bill at last being reconsidered in Committee, Mr. Brand's amendment to clause 1, proposing to limit the operation of tenant right to existing tenancies, was discussed, but withdrawn. But fresh amendments continue to pour in; and, unless the great majority of them can by some means be summarily disposed of, it will be a physical impossibility to pass the Land Bill through the Commons this Session.



The House adjourned over the Derby Day, on the motion of Mr. Richard Power, who clearly had the better of Sir Wilfrid Lawson in humour, if not in argument. A goodly number, however, followed Sir Wilfrid Lawson into the division lobby on Tuesday, no less than 119 voting against the adjournment, whilst 246 voted for the customary Derby holiday.

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The *Daily Telegraph* has authority for stating that the Duke of Cambridge in person will command the volunteer forces on the occasion of the Royal Windsor review.

The annual Summer Exhibition of Plants and Flowers at the Sydenham Palace was held last Saturday. The show was laid out with considerable taste in the Central Transept and the North Nave; and the first feature that attracted the eye on entering the building was a magnificent bank of azaleas of every hue. The show was divided into twenty-seven classes, competing for prizes which ranged from £15 to 10s.

A notice to the public issued by command of the Postmaster-General states that in future the ordinary adhesive penny receipt stamp may be used as a penny postage stamp, and the adhesive penny postage stamp may be used as an ordinary penny receipt stamp. It is to be understood that for purposes of postage the receipt stamps, in common with postage stamps, must have no printing or writing placed on their face by the public.

A society entitled "The Rational Dress Society" has been formed, under the presidency of the Viscountess Harborton, the objects of which are thus described:—"To promote the adoption, according to individual taste and convenience, of a style of dress based upon considerations of health, comfort, and beauty, and to deprecate constant changes of fashion, which cannot be recommended on any of these grounds." Mrs. E. M. King is the secretary.

A Royal Commission (consisting of Sir Charles W. Dilke, Bart., M.P., the Right Hon. W. E. Baxter, M.P., Sir Charles Rivers Wilson, K.C.M.G., C.B., Mr. C. M. Kennedy, C.B., and Mr. J. A. Crowe, Commercial Attaché to her Majesty's Embassies at Berlin and Vienna) having been appointed to confer with the High Commissioners of the French Republic with a view to the negotiation of a new commercial treaty with France, associations and persons who may wish to make representations to the Commission with respect to trade between the United Kingdom and France are requested to communicate with the secretaries of the Commission at the Foreign Office.

DECORATIVE ART EXHIBITION.

This exhibition at the new galleries, 103, New Bond-street, which opened on Monday last, far surpasses what might reasonably be expected from a first attempt to represent the Decorative Arts in this country. It may safely be predicted that this new gallery, in which it is intended to hold one annual exhibition, certainly, and probably two, will have considerable influence on public taste, and aid materially in the present revival of the arts that beautify our homes and render life more pleasant. The exhibition starts under many favourable conditions. The time itself is ripe for it. The lists of patrons and committee are most influential. The private views of the inaugural exhibition last week were visited by the King of Sweden and Norway, the Prince and Princess of Wales, and Princess Louise, and a large number of the aristocracy and other persons of position. The premises themselves are capacious, the wall space being more than half as much again as that of the Grosvenor Gallery, and the rooms are otherwise well adapted for the purpose. The façade, with its marble mosaics and other accessories, gives the keynote of the refined taste that has regulated the whole. The entrance or ground floor front, is a reproduction in Portland stone of the portico common to the Temples of Minerva and Pandrosos, which adjoin those of Erechtheus, at Athens; and the delicate carving of the columns, capitals, and mouldings can scarcely be matched in London. The contents of the seven rooms are far too various and interesting to admit of review within our limited space. It must suffice to say that the collection comprises works of monumental, pictorial, or ornamental decoration by Sir John Gilbert, F. Goodall, Alma Tadema, H. S. Marks, J. E. Millais, J. R. Herbert, G. F. Watts, E. Armitage, H. Herkomer, and other Royal Academicians and Associates, together with Messrs. C. Coleman (of Rome), W. Hughes, H. Schaefer, H. Holiday, W. S. Coleman, J. Webb, and others; the decorative designs being by many of the leading artists of the day. The sculpture and bronzes are also from distinguished hands. Ceramics are splendidly illustrated in the productions of Doulton, Minton, the Royal Worcester Works, Wedgwood, Deck, T. W. Moody, Phillips and Pearce, Mortlock, Leonce and Malet, Boulenger, and Schopin. Of art-furniture there are beautiful examples by Gillow, Gueret Freres, Sormani, &c. Silversmiths' work appears to the greatest possible advantage in a choice selection by Messrs. Elkington. Italian goldsmiths' work of great beauty of design and workmanship is largely contributed by Giuliano, Cav. Bizzari, Melio, Francati, and Santamaria, and others; and there is a wonderful show of hammered repoussée and chased iron by Bergue, of Paris, and Wilhelm, of Vienna. Oriental art is illustrated by Liberty, and in loans by Mr. W. J. Ingram and others. Very beautiful also are the wall-coverings of Jeffries Heaton, Walton ("Lincrusta Walton"), and Morton ("Tynecastle Tapestry"). Venetian glass by the Venice and Murano Company and Dr. Salviati, and cut glass by Bissart, are entitled to equal praise. Besides all this there is a profusion of embroidery and other needlework, carvings, lace of lovely design, Limoges enamels by P. Sayer and Madame de Bool, and innumerable other decorative objects. A dark room is, we understand, in preparation to show some novel application of Balmain's luminous paint. Among the few works of ancient art is a silver pax, which bears every indication of being a genuine work by Benvenuto Cellini. Not the least valuable and instructive part of the display is a collection of important foreign works on the decorative arts, which are placed for inspection on stands.

ART NOTES.

The Continental rage for panoramas seems to be becoming contagious here also. Besides the "Battle of Balaklava" in Leicester-square, we have now the "Battle of Waterloo," painted by C. Castellani, at the "Westminster Panorama," York-street, Queen Anne's-gate, and a Panorama, painted by M. Philippoteaux, of the "Siege of Paris," which has just been completed in the gardens of the Crystal Palace, Sydenham. We have not yet seen the latter, but we found Mr. Castellani's performance, when exhibited at Brussels last year, a work of considerable artistic merit, especially as regards the painting of the figures and effect. It contains, however, some anachronisms, and is of not much value historically or as clearly realising the great contest. It will probably be far surpassed by the colossal panorama of the same subject (the Battle of Waterloo) now being painted at Antwerp by Professor Verlat, and in which there are a large number of figures and horses in complete relief to aid the illusion. We may add here that the company in Leicester-square are about to open, in rooms attached to their panorama, an exhibition of pictures. It is announced that the collection is to include examples of many eminent foreign artists; but the title "Le Salon à Londres" seems somewhat pretentious.

Messrs. Goupil are exhibiting at their galleries, Bedford-street, Covent-garden, a collection of drawings by members of the Société des Aquarellistes Français. We recently recorded our high estimate of the productions of the new French Water-Colour Society shown lately at Paris in their second exhibition, and we hope to have an opportunity of returning to the subject.

The new St. Stephen's Art Society (to which we lately drew attention) have opened their first exhibition at their rooms, St. Stephen's Hall, Palace-chambers.

A painting of a Meet of the Four-in-Hand Club at the Magazine, Hyde Park, compiled, so to say, from photographs, and containing 150 portraits, is on view at Messrs. Dickenson's, New Bond-street.

About forty new works have been added to the Exhibition of Pictures by Swiss Artists at the gallery, 168, New Bond-street. The collection is now much more representative than before, and a much stronger claim to consideration is established for the Swiss as possessing a national school.

An exhibition of Scandinavian and other art is opened at Gothenburg, Sweden.

Some pictures sold by Messrs. Christie, Manson, and Woods last Saturday realised extraordinary prices. They were as follows:—"The Wood Cutters, by John Linnell, sen., 490 guineas (Agnew); The Music Lesson—Seville, by John Philip, R.A., 5000 guineas (Pennain); The Trent Side, by T. Creswick, R.A., 2000 guineas (Thomas); The Messenger announcing to Job the Irruptions of the Sabaeans and the Slaughter of Servants, by F. P. Poole, R.A., 700 guineas (Stogden); Well-bred Sitters, who never say they are bored, by Sir E. Landseer, R.A., 5000 guineas (Agnew); Man Proposes, God Disposes, by the same artist, 6300 guineas (Thomas); A Stag pursued by a Deerhound, by the same artist, 5000 guineas (Saunders); Digging out the Otter in the Valley of the Tay (the figures and the Scotch gillies finished by J. E. Millais, R.A.), by the same artist, 2950 guineas (Saunders); The Battle of Rocredro, by C. Stanfield, R.A., 3300 guineas (Thomas); Pic du Midi D'Ossan, in the Pyrenees, with Smugglers, by the same artist 2550 guineas (Thomas); Quatre Bras (engraved), by Miss Thompson, 710 guineas (Saunders); Worcestershire Meadows, by B. W. Leader, 270 guineas (Arthur Tooth); The Princess in the Tower, by J. E. Millais, R.A., 3800 guineas (Thomas). The day's sale, consisting of 125 pictures, realised £45,798.



SUNDAY MORNING IN "OLD VIRGINIA." BY E. A. ABBEY.—SEE PRECEDING PAGE.

ILL-TREATMENT OF THE JEWS IN RUSSIA.

SEE NEXT PAGE.



PLUNDERING A BRANDY SHOP AT KIEV.



ASSAULT ON A JEW IN THE PRESENCE OF THE MILITARY, AT KIEV.

NATIONAL SPORTS.

THE DERBY.

Magnificent weather ushered in the Epsom week, and but for the late scarcity of rain, which has made the course very hard, the most inveterate grumbler would have found his occupation gone for the nonce. There was a fair though not particularly strong programme on Tuesday, and Archer began well on his favourite battle-ground by winning the Craven Stakes on Valour, none of his three opponents being able to make the old horse extend himself. The Maiden Plate resulted in a dead-heat between the filly by Wenlock—Black Lily and Spring. The latter is a daughter of Springfield, and carried Mr. Houldsworth's luckless colours, which have rarely, indeed, been seen anywhere near the front during the last two seasons. Some very speedy animals contested the Egmont Plate, and Enone (8 st. 2 lb.) has performed so brilliantly this season that she was made favourite, in spite of carrying such a heavy weight for a three-year-old. Chevernel (8 st. 10 lb.) had few backers, as it was reported that the filly could beat him at home at level weights; but he seems almost invincible over this course, and, making nearly all the running, won cleverly. There was scarcely such a good field as usual for the rich Woodcote Stakes, which the betting showed to be considered a match between Dunmore and Purple and Scarlet. The latter is by far the better looking of the pair, and appeared to be winning until less than a hundred yards from home. Wood, however, seemed to take matters rather easily; and Archer, riding Dunmore desperately hard, managed to get up and win by a neck. Petronel (8 st. 12 lb.) had not much to beat in the Epsom Stakes; still we scarcely expected to see him stay this mile and a half, and his roaring propensities must have been greatly exaggerated. We were surprised to see Archer, instead of Fordham, sporting the Duke of Beaufort's popular hoops, and this made his fourth victory during the day. After such form as this, of course his mount was favourite for each of the last two races, in both which, however, he could only run second, and the bookmakers thus got back most of their previous losses.

It is a good many years since the Derby has been decided in June, and it was, therefore, appropriate enough that Wednesday last should be one of the most lovely Derby days in point of weather that we can call to mind. There can be no denying the fact that the decision of the race itself was scarcely so interesting as usual, but this was of little consequence to the multitude, who were only intent on a holiday, and the attendance was certainly beyond the average. The opening race on the card, being reduced to a match, attracted even less attention than usual, and many people did not leave the paddock to witness it. It soon became known that Lord Rosebery had scratched Cameliard early in the morning, and though Town Moor seemed to have been sharpened up considerably since the Two Thousand, few people took to him. Fortissimo is a common-looking colt, and though Geologist is neat enough, and has plenty of quality, he lacks the length and size to do much good in high-class company. Iroquois seems to have thriven on all the hard work that he has done during the last month, and Peregrine made plenty of fresh friends, though he seemed nervous and excitable in the paddock, and danced and sidled about a good deal in going down to the post. Culloden led the way out of the paddock after the canter, and Peregrine was the last out, the dozen being joined at the starting-post by St. Louis, Don Fulano, and Marshal Macdonald, who were saddled at Sherwood's, and did not take part in the canter. They got to the post rather late; and at the second attempt the flag fell to a beautiful start, the lot running in a line for the first two hundred yards. Then Marshal Macdonald, who was making running for Don Fulano, went to the front, and was immediately followed by Culloden and Geologist on the far side, next to these being Limestone, St. Louis, and Cumberland, for a quarter of a mile, when St. Louis joined Marshal Macdonald, the pair going on in advance of Fortune's Favourite, Geologist, Don Fulano, and Voluptuary—Peregrine and Iroquois being in the middle of the next division—to the mile post. At this point St. Louis headed Mr. Keene's second string, and went down the hill clear of Tristan, Lord Rosebery's pair, Geologist, and Peregrine—Fortissimo and Iroquois being next until five furlongs from home. Then Voluptuary ran into third place, and Peregrine, Scobell, and Tristan began to improve their positions, Iroquois being in a good place at their heels. St. Louis led into the straight, followed by Marshal Macdonald, Geologist, Voluptuary, and Peregrine, but when fairly in the line for home the two first named were beaten, and Voluptuary momentarily showed in front, though he dropped back directly after, and Town Moor, Tristan, and Peregrine came on in close company with Don Fulano, Scobell, and Iroquois succeeding to the lead. Here Tristan was beaten, and Peregrine drew to the front, followed by Town Moor and Iroquois to the Bell, when Iroquois challenged the favourite, and getting the better of him in a few strides, won rather cleverly by half a length; two lengths between the second and third; Scobell, beaten about half a length from Town Moor, was fourth, and then came Cumberland fifth, Voluptuary sixth, Tristan seventh, Limestone eighth, and Geologist next. The last lot, beaten a long way, being St. Louis, Don Fulano, Fortune's Favourite, Culloden, and Marshal Macdonald. Time, 2 min. 50 sec.

Thus Archer has won his second successive Derby, and backers generally will place more implicit faith in him than ever. It is impossible to grudge the Americans their victory, as they have shown immense enterprise in sending horses over here; and, until Wednesday last, had not been adequately rewarded. The defeat of Peregrine by Iroquois is a terrible blow to the opponents of two-year-old running; as, while the former never appeared in public until last month, the hardy Yankee ran twelve times last season, and has altogether done more work than any other three horses in the race put together. St. Louis showed a very bold front until stopped by want of condition, and Scobell stayed far better than had been generally anticipated.

Captain White has offered to hunt East Kent five days a fortnight with the assistance of annual subscriptions amounting to £1250, kennels and stables to be provided. The offer has been unanimously accepted by the hunt.

The Royal Northern Yacht Club had delightfully bright, sunny weather for their opening cruise and matches. In the first class match the competitors for the Rear-Commodore's Cup were the famous Vanduara, cutter, Mr. S. Clark; Condor, yawl, Mr. J. Clark; Cuckoo, yawl, Mr. Holmes Kerr; Lizette, schooner, Mr. F. Hied; Nixie, yawl, Mr. G. Addie; Amy, schooner, Mr. Heys; and Dione, yawl, Mr. Schaw. It was a tedious match, the breezes being wretchedly partial and light, and, as the Vanduara arrived only 42 sec. ahead of the Cuckoo, the latter won the prize by time. The second class match was won by the Thane, which beat the Sayonara, Moira, and Torpid. The new Verve and Madge sailed a match; the weather was against a fair trial, but the Madge won in good form. The No. 6 Champion Cup, valued, with extra prizes, at £32, was won by the Muriel, a new boat by Watson, designer of the Vanduara; and the contest for the No. 5. Champion

Cup, valued at £67, resulted in a disputed match between the Avoset, schooner, and the Lancer, cutter.

Last week Yorkshire defeated Middlesex even more easily than the latter county disposed of Surrey. Emmett (89) batted in grand form, and, in the second innings of Middlesex, Hill took four wickets for only eight runs, the single innings victory being mainly due to the exertions of these two. Thanks to the dashing batting of Mr. Hornby (188), Lancashire has beaten Derbyshire in one innings with 125 runs to spare. Notts proved far too strong for Sussex, and, in spite of the good play of Mr. Lucas (62), the southerners were beaten by an innings and 69 runs; Gunn (74) played exceedingly well for the winners. As is sure to be the case during the continuance of the present fine dry weather, large scores are being made all over the country. The match—unfinished at the time of writing—between the Gentlemen of England and Cambridge University, has been specially prolific in run-getting, and we shall allude to it again next week.

The members of the London Athletic Club held one of their most successful meetings at Stamford-bridge last Saturday. G. M. Nehan won the Mile-and-a-Half Handicap from scratch in 7 min. 6 sec., thus beating the best time on record (Sydenham Dixon's 7 min. 8 2-5 sec.). H. D. Thomas carried off the Mile Challenge Cup in the time of 4 min. 27 2-5 sec.; and W. P. Phillips secured the Quarter-Mile Challenge Cup in 50 4-5 sec. On the same day W. Snook ran two miles at Birmingham in the grand time of 9 min. 33 2-5 sec., beating the best on record by nearly nine seconds. Altogether, it does not look as if L. E. Myers, who arrived in this country on Monday, will have a succession of bloodless victories.

A very interesting billiard-match, for £100 a side, was played on a championship table on Monday evening. The competitors were D. Richards and W. Mitchell, and, after a most exciting game, the former won by 37 points. He also made the best break, a finely-played 80, which included no less than thirty-two consecutive cannons.

THE JEWS IN RUSSIA.

The deplorable and detestable misconduct of the populace in some towns of Southern Russia, where a fanatical hatred of the Jews has recently broken out in cruel assaults and attacks on their houses, with other acts of violence, was brought under the notice of Lord Granville by a deputation at the Foreign Office, not many days ago. In the town of Kiev alone, the loss and destruction of property from these disorders had been estimated at not less than £140,000. They began at Kiev on the afternoon of April 26, and continued until the following morning, by which time, the troops and police having arrested five hundred of the rioters, peace was for a time restored. The shops and stores of the Jewish tradesmen were sacked, and those who resisted were savagely beaten, while some received mortal wounds. At two o'clock on the afternoon of the 30th the attack was renewed, and the rioters were so violent and determined that the troops fired upon them, killing, according to the official report, one woman, and wounding several men. A Russian paper publishes an account of the scenes there, in which the writer says:—

"Behind the Lavra Gate, in the inclosure that serves as an ammunition store for the arsenal, I beheld a truly heartrending sight. Packed together like ants in an ant-hill were more than 1800 Jews, with their wives and children—many of these mere infants. They were clad in rags and barefooted. Many bore traces of ill-treatment, and a number of them had bandaged heads. All were ghastly pale and terror-stricken. As I approached them I saw a boy of ten dying in terrible agony. His mother sat by him, tearless, as if too deeply afflicted to weep. A little further on I came across another mourning group. Then I penetrated into their midst. What I saw there was like a kind of hell full of troubled souls. It was a sight to unnerve the strongest man. There was hunger and cold, weeping and gnashing of teeth. A heart of stone would have melted, and I confess I could not withhold my tears. I was told that amongst these wretched beings awful scenes had been witnessed. Mothers had lost their children, and there had been fights and struggles for the limited space allotted to them. All this had taken place at night, in bad weather. Many of them told me their tales of woe. One of them said, 'I had twenty thousand roubles and a small farm. Now I have nothing but the rags on my back.' Another addressed me thus, 'My two brothers were killed in the wood last night, and I do not know what fate has befallen my son.' A third said, 'They wanted to hang my mother, but she escaped with the rope round her neck.' A fourth stated his case thus: 'They have robbed us of everything, even our clothes, leaving us naked as you see.' I must tell you that the first day these unhappy people had hardly anything to eat, but to-day they have been provided for. General Drenteln's wife has taken the initiative of affording them relief."

It is stated that Jewish fugitives are hastening from all parts of Russia. Many are emigrating to America. On Monday week a deputation of Russian Jews had an audience of the Emperor at Gatchina. His Majesty received them in the kindest manner, and assured them that the question should receive his best attention. Both the Emperor and Grand Duke Vladimir expressed their belief that race hatred was not the real cause of the recent disorders, but only the pretence. The Emperor has appointed General Count Kutaisoff to institute a special inquiry into the disturbances which have occurred.

ROYAL VISIT TO ST. BARTHOLOMEW'S HOSPITAL.

The Governors and the medical staff of this institution gave a conversation yesterday week in the new buildings of the medical school, and entertained a company numbering over 1300 ladies and gentlemen. The Prince of Wales, the president, accompanied by the Princess of Wales, arrived shortly before ten o'clock. Their Royal Highnesses, who were accompanied by Colonel Ellis and Lady Suffolk, were received by the treasurer, Sir Sydney H. Waterlow, and Sir James Paget, the senior consulting surgeon of the hospital, and conducted through the rooms in which the most interesting objects were to be seen. In the pharmaceutical laboratory their Royal Highnesses were shown some of the processes by which the medicines required at the hospital are prepared. This work is here done to a great extent by machinery, a six-horse power engine working the ponderous millstones with which rhubarb and other drugs are ground. Near by were sifters, also moved by steam power, a mill grinding and mixing zinc ointment, large cauldrons inclosed in steam jackets, in one of which a confection of semma was being prepared with figs and prunes to make it palatable, the stirring being done with a great pestle moved by a mechanism connected with the steam-engine. The library, the museum, the anatomical and physiological class-rooms, the medical and anatomical theatres, the great hall, and the committee-room, had each some special attraction to boast, either in the way of pictures, engravings, busts, and objects of virtue, or of medical, surgical, and general scientific use. During the evening varied selections of music were performed by the London Vocal Union, Sibold's string band, and the band of the Coldstream Guards.

HOME NEWS.

Mr. Francis Gossett has been appointed Assistant-Serjeant of the House of Commons, in the room of Colonel Forester.

Thirty-one members of the Coaching Club entered an appearance on Saturday last at the Magazine.

The Richmond Free Public Library is to be opened on Saturday, the 18th inst., by Countess Russell.

Mr. Charles Hall, who acts as Attorney-General to the Prince of Wales, has been created Queen's Counsel.

Prince Edward of Saxe-Weimar has accepted the office of President of the newly-formed Portsmouth centre of the St. John Ambulance Association.

The right of the Earl of Fingall to vote at the election of Representative Peers for Ireland has been established to the Lord Chancellor's satisfaction.

At the regimental dinner of the Queen's Royals, the officers present agreed that a memorial window be erected in memory of the late Sir George Pomeroy Colley by his brother officers.

The Postmaster-General, who, in spite of his blindness, is an expert angler, had an excellent day's sport at Rickmansworth last Saturday.

The Right Hon. J. T. Ball, LL.D., has signified his willingness to accept the office of president of the Jurisprudence Department at the Social Science Congress. Lord Powerscourt has consented to preside over the Art Department.

In London last week 2411 births and 1452 deaths were registered. Allowing for increase of population, the births exceeded by 5, and the deaths by 3, the average numbers in the corresponding week of the last ten years.

The unrevived number of the population of registration London recently enumerated is 3,814,571, showing an increase of 560,311 upon the number enumerated in 1871. The increase in the preceding ten years was 450,271.

The officers of the 17th Lancers, past and present, held their annual regimental dinner at Willis's Rooms, King-street, St. James's, on Thursday week evening—the Duke of Cambridge presiding.

The London School Board has given authority to the statistical committee to apply to the Education Department for power to provide additional school accommodation in various parts of the metropolis.

On Wednesday the Roman Catholic Church of St. Francis, in Glasgow, erected from the designs of Messrs. Pugin and Pugin, of Westminster, was formally opened, Archbishop Eyre singing mass and Cardinal Manning assisting in the ceremonies. About 1500 laymen and 120 priests were present.

Addresses daily pour in upon the Foreign Office from Chambers of Commerce and other important commercial bodies throughout the country, praying that the Commercial Treaty with France may not be renewed unless it embodies the principle of Free Trade.

Mr. G. S. Lefevre, Chief Commissioner of Works has been elected Chairman of the City Lands Committee which was appointed by the House of Commons in order to report upon the desirability of erecting a new Mint on the Victoria Embankment.

A grand *fête de nuit* is arranged for this (Saturday) evening at the Ranelagh Club. The grounds will be beautifully illuminated and a polo match will take place by electric light. A pyrotechnic display will conclude the entertainment. The full band of the 11th Hussars has been engaged.

The large piece of ground adjoining the Victoria Tower, Westminster, which the Metropolitan Board of Works has at length formed into a public recreation ground, was opened last Saturday to the public. The grounds, which have been tastefully laid out, were crowded throughout the afternoon.

A strong feeling having been expressed in various parts of the country in favour of raising a national memorial to the late Earl of Beaconsfield, it has been resolved to erect a statue of the deceased statesman in the metropolis. An executive committee, including many Peers and members of Parliament, has been formed to carry out the project.

CALENDAR FOR THE WEEK ENDING JUNE 11.

SUNDAY, JUNE 5.

Whit Sunday. Moon's first quarter, 3.19 a.m. Accession of George I., King of Greece, 1863. Morning Lessons: Deut. xvi. 1-18; Rom. viii. 1-18. Evening Lessons: Isaiah xi. or Ezek. xxxvi. 25; Gal. v. 16, or Acts xviii. 24-21. Westminster Abbey, 10 a.m., and 3 p.m. St. Paul's Cathedral, 10.30 a.m., the Dean, Dr. Church; 3.15 p.m., Bishop Pies Cloughton; 7 p.m., Rev. W. J. Knox-Little. St. James's, noon, the Rev. Canon E. R. Wilberforce, Sub-Almoner. Whitehall, 11 a.m., Rev. W. F. Erskine Knollys; 3 p.m., Rev. W. Hulton. Savoy, 11.30 a.m., Rev. C. Middleton; 7.30 p.m., Rev. C. J. Martyn.

MONDAY, JUNE 6.

Whitsun Monday. Bank Holiday. Royal Institution, general monthly meeting, 5 p.m. Musical Association, 5 p.m. (Mr. F. M. White on Copyright as Affecting Composers of Music). International Gun and Polo Club, Brighton. Bath and West of England Agricultural Association Show, Tunbridge Wells (six days). Mildenhall Poultry Show. Horticultural Society's Flower Show and Exhibition (two days). Races: Kempton Park, Redcar, and Enfield. Athletic Sports: Bournemouth, Leighton Buzzard, Huntingdon, Burton-on-Trent, Newport (Mon.). Yachting: Thames Valley, Nore, Temple, Medway, and Plymouth Clubs.

TUESDAY, JUNE 7.

Christian Knowledge Society, 2 p.m. Royal Institution, 3 p.m. (Professor H. Morley on Thomas Carlyle). Gresham Lectures, 6 p.m. (Dr. H. W. Loide on Music; and on June 8, 9, 10). Zoological Society, 8.30 p.m. Royal London Yacht Club, matches.

WEDNESDAY, JUNE 8.

Ember Day. Literary Fund, 3 p.m. Botanic Society, promenade, 3.30 p.m. Microscopical Society, 8 p.m. Geological Society, 8 p.m. Amateur Mechanical Society, 8 p.m. Sanitary Institute, 8 p.m. Caistor Horse Show. Albert Hall, Old English fair and musical fête, for Chelsea Hospital for Women (three days). Yachting: Royal Thames, Junior Thames, and London Clubs. Races: Croydon June Meeting.

THURSDAY, JUNE 9.

Royal Institution, 3 p.m. (Professor E. C. Turner on Russian Writers—Tougenieff). Inventors' Institute, 8.15 p.m. Oxford Encenia, or Commemoration of Founders. Mathematical Society, 8 p.m.

FRIDAY, JUNE 10.

Ember Day. Botanic Society, lecture, 4 p.m. Royal Institution, 8 p.m. (Professor Dewar on the Origin and Identity of Spectra, 9 p.m.). United Service Institution, 3 p.m. (Captain W. H. Jameson Military Education). Querkett Microscopical Club, 8 p.m. Astronomical Society, 8 p.m. Architectural Association, 7.30 p.m. (Mr. R. Corbett on Colour Decoration). New Shakespeare Society, 8 p.m. Sacred Harmonic Society, 7.30 p.m. (Benedict's "St. Cecilia," Rossini's "Stabat Mater," &c.). Races: Sandown Summer Meeting.

SATURDAY, JUNE 11.

St. Barnabas, Apostle and Martyr. Royal Institution, 3 p.m. (Professor E. C. Turner on Russian Writers—Nekrasoff). Close of season, Leeds Athletic Festival. Civil Service Athletic Sports: Lilliebridge.

THE STATE OF IRELAND.

"Happy is the country that has no history." At any rate, it would be better for Ireland if it had no such history as that of the present. Well may all law-abiding, right-minded Irishmen, in the presence of atrocities that have recently been committed in their country, say, with Cobbett (changing one word), "Are we in Ireland, or are we in Hell?"

In the *Dublin Gazette* six more baronies in the county of Tipperary and one in the county of Donegal have been proclaimed under the Coercion Act.

A demonstration of unemployed labourers took place in Dublin yesterday week, when the principal streets were paraded by a crowd. A black flag was carried, with the words, "One thousand men out of work. One thousand families starving. Christianity a mockery."

A large force of military and police accompanied the Sheriff to Mitchelstown, county of Cork, yesterday week to effect a number of evictions. A crowd assembled and stoned the police. The Riot Act was read. The dragoons and police charged. Several soldiers and people were injured.

At Killmallock Sessions the resident magistrate, Mr. Clifford Lloyd, recently transferred from the North of Ireland, in sentencing three men to four months' imprisonment for riot on the occasion of a recent land meeting, said that rowdies were becoming so cowardly that they now sent women to face the batons of the police; but that, if such conduct was persisted in, something else besides batons would be used. The fifty threatening letters he had received since he came there had not in the slightest deterred him from doing his duty. Mr. Lloyd wears a coat of mail, and is guarded by four policemen during his movements through the town.

In Naas, in the county of Kildare, yesterday week, the police were boycotted. An escort arrived from Cloughan, King's County, with a suspect named Slevin, but no car could be got to convey them from Sallins Station to the gaol, and they had to walk with their prisoner the entire way, a distance of two miles. The carmen refuse to take any more police.

A farmer named Peter Dempsey was shot dead on Sunday

morning at Holly Park, within three miles of Athenry, county Galway. He was going to mass with two of his children at the time. He took a farm some time ago on Lord Dunsandle's property, from which another tenant was evicted. Two men have been arrested in connection with his murder. They are Birmingham, the tenant who was evicted from the farm of which Dempsey was in possession, and his nephew, named Glynn. After Birmingham was evicted by Lord Dunsandle's agent last August, Murty Hynes became tenant; but an indignation meeting being held, Hynes gave up the land which was then taken by Dempsey. Two shots were fired at deceased. The first entered the right side, and, passing through the left shoulder, struck the pillar of a gate close by. The second only took slight effect.

The Sheriff's bailiff at Cork last Saturday attempted to serve writs on properties of George Bond Lowe and Samuel Hutchins, who was some time since fired at near Dromoleague, upon which occasion his driver was killed. On the bailiff's arrival he found the chapel bells tolling, horns sounding, and a large crowd collected. He was pursued and captured, and the writs were taken from him. He was stripped and thrown into the river. On his getting out he was attacked by the women with furze bushes, and had subsequently to make his way to Cork, a distance of ten miles, on foot. A bailiff engaged at the same work near Fermoy was similarly treated.

The Sheriff, on Saturday last sold in Cork three farms, the property of Mr. Bence Jones, which had been seized for non-payment of rent. Representatives of the Land League protested against the tenants' interest being sold, and invited the Sheriff to seize the cattle and growing crops in satisfaction of the debts. The farms were ultimately sold. There was a large force of armed constabulary present, but no disturbance occurred.

Last Saturday night a farmer in Behan, an officer of the Land League, was dragged from his bed by a party of men and severely "carded."

A large number of the tenantry and labourers on the estate of the Marquis of Waterford assembled at Rathcormack, on

Saturday last, and built a house for a farmer named Fitzgerald, who was evicted by his Lordship on the previous Monday for non-payment of rent. The house is built on the boundary of the farm from which he was evicted. Fitzgerald was put into his new habitation amidst great enthusiasm.

Mr. A. J. Kettle, one of the principal organisers of the Land League, was arrested in Dublin on Monday evening and conveyed to Naas gaol. Four other arrests were also reported.

The most intense excitement prevailed on Tuesday at Clonmel, where sales of farms were announced to take place. Early in the morning several hundred well-mounted and disciplined horsemen, wearing green sashes, preceded by bands, and followed by an immense procession of people, paraded the town. All the streets leading to the Courthouse were lined with police and military, and all the shops and business places were closed. The sales passed off quietly, and things went well until towards six o'clock, when a cry was raised that a local clergyman had been arrested, and a shout went forth to "rescue the priest." A rush was at once made on the police, but was repelled. The Riot Act was then read, and the Hussars charged and recharged the mob, who hurled volleys of stones at the military, inflicting upon many of them severe injuries. Several policemen and civilians were also seriously injured.

Eighty police and a company of the 42nd Regiment went to Raham on Tuesday for the purpose of assisting in the eviction of an old woman named Byrne, who owed £8, two years' rent. Over 1000 people assembled, and groaned at the bailiff and police. Captain Lestrangle, R.M., ordered the mob to disperse, and on their refusal read the Riot Act, which had the desired effect.

At the meeting of the Land League on Tuesday Mr. Quinn, assistant-secretary, announced that £980 had been received since last meeting. Mr. T. D. Sullivan, M.P., presided. Mr. Sexton, M.P., said he had had an opportunity that day of conversing with Mr. Dillon, M.P., in Kilmahnam, and he was sorry to observe that imprisonment had undoubtedly told on Mr. Dillon.

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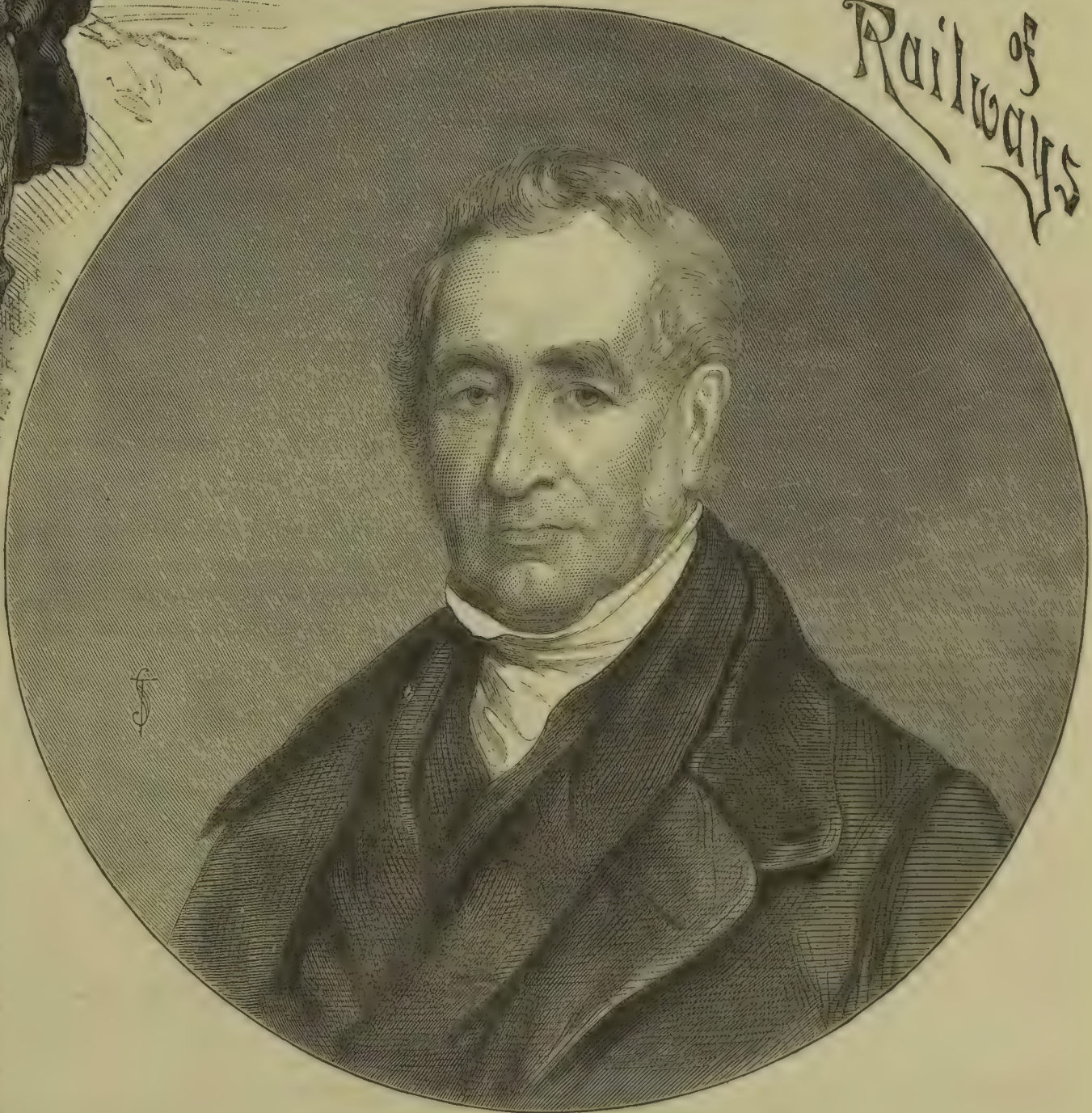
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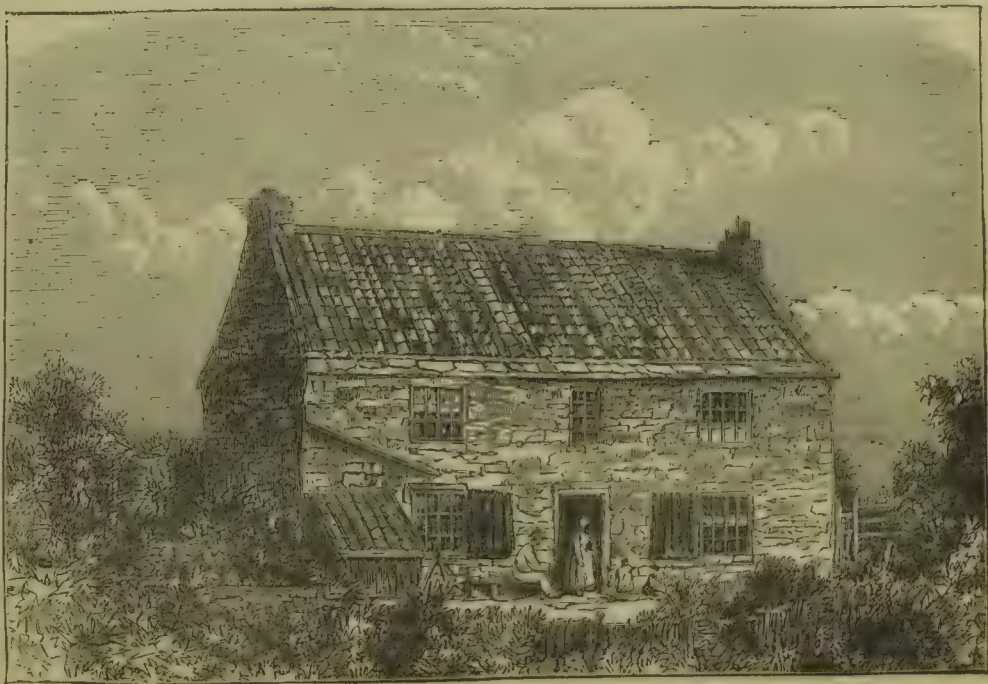
The Centenary of George Stephenson The Father of Railways



GEORGE STEPHENSON, FROM THE PICTURE BY JOHN LUCAS.
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All that is great and good in the English character found expression in the career of George Stephenson. He will go down to posterity a type of the physical and moral virtues of his race. An athlete, he was a lover of birds. A giant in strength, he exemplified the truth of the poetic line, "Tender is the North." The greatest practical engineer the world has seen, he maintained his supremacy with unaffected modesty. With opportunities to amass a colossal fortune, he put gold aside as dross compared with honour. Offered the distinction of a title, he preferred the name he had rescued from the obscurity of a pit village to make it the sign-manual of Progress throughout the world. Accidentally meeting and conversing with a gentleman and his wife over the dinner-table of a Derbyshire roadside inn, during the latter days of his eventful life, he was asked, at parting, for his name and address. "Why, Madam," he said, "they used once to call me plain George Stephenson; I'm now called George Stephenson, *Esquire*, of Tapton House, near Chesterfield. And, further, let me say that I have dined with princes, and peers, and commoners—with persons of all classes, from the highest to the humblest; I have made my dinner off a red-herring in a hedge-bottom, and done the meanest drudgery; I have seen mankind in all its phases, and the conclusion I have arrived at is—that if we were all stripped there's not much difference between us." He was fond of referring to his humble origin and work, not with the pride that apes humility, but with a genuine pleasure, rejoicing in his success, and anxious that his rise should be a continual example of the triumph of industry and perseverance. Asked by an author who wished to dedicate a book to him what were his "ornamental initials," in order that they might be set forth on the titlepage, he answered, "I have to state that I have no flourishes to my name either before or after, and I think it will be as well if you merely say 'George Stephenson.'" Sir Robert Peel would have knighted him, but, even had he desired such empty recognition, the Governments of the time passed him over until his last days, when, in spite of them, he had erected his own monument and fixed it deep in the land in tunnel and pile, and high in the air in bridge and buttress. It would have been a gracious kind of apology for their blind and foolish opposition to him if they had offered him a seat in that House of Peers which had scoffed at his railway schemes. Commons and Lords would have honoured themselves by such an act; but they could not have added to the greatness of the famous engineer.

So far as the dignity of his appearance and manner were concerned, the aristocracy would have had no cause to be ashamed of the man who had begun life as a common labourer and without being even taught his letters. The present writer



STREET HOUSE, WYLAM, THE BIRTHPLACE OF GEORGE STEPHENSON.

as a boy has a vivid remembrance of the fine white-haired old man, his clear ruddy face, his merry grey eye. He was tall, and I do not call him to mind as of spare figure, which he is reputed to have been; but I see him as a stalwart-looking gentleman, well knit, standing firm on his feet, and having a general air of benevolence and strength. He invariably dressed in black, a frock coat with square pockets behind, and he always wore a white neckcloth, or "stock." He was a distinguished-looking man. His figure and pose are faithfully perpetuated in the statues of him in Euston-square and at his favourite town of Newcastle-on-Tyne. I have seen him standing by the railway at the private crossing which led to his park; I have seen him standing watching the Midland express thundering along the flat gradients which he defended; and it has often occurred to me since to wonder what his thoughts could have been, as he stood with his hands behind his back gazing down the line long after the train had disappeared, and the birds, whose songs it had stilled for the moment, piped again their joyous notes. On one of the Sundays which he spent under the hospitable roof of Tamworth Hall, the residence of Sir Robert Peel, he and Dr. Buckland were loitering in conversation after church on the terrace near the house, when a railway train was seen in the distance, a long white wreath of steam marking its rapid course. "Now," said Stephenson, who had previously been worsted in an argument by Buckland, not losing his case on its merits, but by the Doctor's subtle rhetorical fence. "Now, I have a poser for you. What is the power that is driving yonder train?" One of your big engines, I suppose," answered Buckland. "But what drives the engine?" "Oh, one of your canny Newcastle fellows, no doubt." "What do you say to the light of the sun?" "How can that be?" the Doctor asked. "That's what it is," said the engineer, "it is light bottled up in the earth for tens of thousands of years,—light, absorbed by plants and vegetables, being necessary for the condensation of carbon, during the process of their growth, if it be not carbon in another form—and now, after being buried in the earth for long ages in fields of coal, that latent light is again brought forth and liberated, made to work, as in that locomotive, for great human purposes." Smiles, who narrates the incident, says the idea was striking and original then, and "like a flash of light, it illuminated in an instant an entire field of science." Was this the key to his thoughts when he used to stand in the shadow of the Taptôn oaks and elms, his white silky hair stirred by the summer breeze, as I have seen him stand so often in those long-past days when I knew nothing of his greatness, except as the owner of the big house on the hill? Or did he muse there on the wonderful history of the iron road, and count up in imagination its future triumphs when the sundial on his Killingworth cottage should have silently numbered the hours and days of another century? It was a grave, noble face, with a soft, friendly smile; and I had occasion once to remember it well, when disturbed by the great engineer on a bird-nesting expedition in his park. He seemed quite concerned at my alarm, and was quick to reassure me, with a friendly hand on my head, and a kindly, "Don't you take the nests, my lad, it grieves the old birds; come and have a peep at them, now and then, but don't take them. You've no cause to be afraid, I used to do it myself when I was a lad." I see him walking to his house under the elms, where the rooks were cawing over their ragged nests as they swayed to and fro. It seems to me that there was always a certain amount of wind blowing the trees and shrubs about on the hill at Taptôn. In those days you looked far away over a green country, and presently down upon a quaint old town with a crooked spire. To-day the land is dotted with pit-hillocks and furnace-fires; the tramp of hundreds of miners is heard on the Chesterfield pavements at night and morning; and new communities have sprung up all along the valley and away on the distant hill-sides. Where there were fields, now there are houses and shops and stores; but rising up among them and challenging your attention as you come down "the forty steps" from Taptôn are the gables, turrets, and spires of an educational institute, dedicated to the grand old master of Taptôn House, and it is called "The Stephenson Memorial Hall."

However humble the origin of many of England's greatest men, they have invariably had mothers of remarkable character, or of devoted earnestness in promoting the welfare of their sons. The father and mother of George Stephenson were of lowly estate; but Mrs. Stephenson was always spoken of by those who knew her as "a canny body," which in the north means all that is nice and clever and good and reliable. She was Mabel Carr, a native of Ovingham, and the daughter of Robert Carr, a dyer. The Carrs were people of substance, and their family tombstone is seen in the old churchyard close by that of Thomas Bewick, the famous wood engraver. Mabel's husband, Robert, was an ordinary working man, and they lived at Wylam, about eight miles from Newcastle, in a cottage called High-street House, where George was born, on June 9, 1781. The first thing the child probably ever noticed would be the rough curves on wheels, or small coal-waggonsof the period, being pushed or drawn past the cottage on a primitive tramway. The crude suggestion of the first railway was continually before him. His father's wages as a fireman at the pit engine-house were twelve shillings a week. If they had been twelve pounds, and George had been sent out of the grime and dust of the locality to be educated at a high-class school, we should probably have heard of him as a naturalist, or a theoretical chemist, or scientist. He would have made his mark in some direction, but not, as he was destined to make it, under the pressure of poverty and the experiences of a hard practical life. These incidents of his early days, which one sorrows over, while reading Smiles's touching narrative of his life, studied from the ultimate standpoint of his success, were absolutely necessary to the building up of the man who was fated to build up our railway system. His very ignorance of books, his utter darkness as to the great world into which he had been born, served to concentrate his thoughts upon the work that lay immediately under his hands and eyes among the toiling community that surrounded his humble home. At the age of eight the boy began to work. His parents were too poor to send him to school. He herded cattle for a widow, who had a little farm near Wylam. His wages were a shilling a week—twopence per day. His life in the open air stimulated his love of birds and domestic animals. In addition to the duties of herdsman, he had to shut the gates of the tramroad when the waggons had passed, to keep the cows from straying upon the track. There were little water streams here and there. Upon their miniature banks he and a companion named Thirlwall erected tiny mills. From this they rose to a higher standard of amusement. They modelled engines out of clay, and converted hemlock stems into imaginary steam-pipes. Then they made curves, or small waggons, out of corks, and drew them about by the mechanism of a miniature winding-machine. Some of the pitmen passing to and fro smashed the whole of the apparatus. Combined with courage and a certain softness of disposition, there is in the lower classes of the pit villages a great deal of brutality and coarse spitefulness towards the young. Just as Canova, when a child, modelled statues, George Stephenson modelled engines and tramways and winding-

machines: and many a year later his herculean works were for a time only regarded as toys of little more use than the mechanical playthings of his infancy.

From tending cows he was promoted to hoeing turnips at fourpence a day; from turnips he was advanced to the work he most desired—he was employed at the adjacent pit to drive the "gin" horse. At fourteen, he obtained the position of assistant-fireman, under his father, at a shilling a day. This was at the Black Callerton Colliery, which was in the heart of what was then almost a pastoral district. The little fireman was a born naturalist as well as engineer. He knew every local nest in the district, and had at home several bird pets that lived regularly in the cottage with him, not in cages, but finding their living as they could, with occasional assistance from their friend, and roosting by his bed at night. His ambition all along from the day he made clay engines was to become an engineman. He had several brothers and sisters, and they were all engaged in humble duties about the adjacent pits. From being a fireman on his own account he was advanced to the responsible duty of engineman, and this was a position higher than that of his father, who was still only a fireman. George now considered himself to be "a made man." I remember Sir Josiah Mason, the millionaire philanthropist of the Midlands, telling me that when he owned a donkey and cart of his own and drove them up the Bull-ring at Birmingham, he thought he was "a great swell." When he was promoted to be engineman, George Stephenson was seventeen years of age, and he could neither read nor write; but his perceptive faculties were keen and active, and he was an earnest student of practical mechanics. He used continually to take his engine all to pieces, and examine its parts and action. He mastered it and loved it; spending most of his leisure in studying its powers and keeping it in perfect working order.

At eighteen George Stephenson did not even know his alphabet, though he had learnt the A B C of the Newburn pumping-engine. He had often sat listening to the newspaper wonders divulged at the engine fire by men who could read. It now dawned upon him that the art of reading was necessary to his advancement as a skilled mechanic. To discover what he ought to do was to do it. He went to a night school, kept by a Scotchman, one Andrew Robertson. A grown man in stature and experience, he sat down to make pothooks. An engine-man with a vague ambition to rise still higher, he went to school to learn the infantile mysteries of the first lessons in spelling. He learnt with avidity, for he studied with a hungry desire to learn. When he stood upon the threshold of mathematics, in his first arithmetical sums, he was a young giant in his progress. He conquered "figures" in a daily advance that eclipsed all his competitors. He was "summing" at the night school, "summing" in his engine-house, "summing" at all hours; and yet neither his engine nor his birds were neglected. He made Time bend to his will. The beerhouse and the tavern had no attractions for him. He was not a teetotaler, but he was strictly sober, and he wished to become a well-to-do and skilful workman—to win the confidence of his employers, and have the respect of his neighbours. The coppers paid to Andrew Robertson were an investment in this direction; and, although he worked with the ardour of a great ambition, it is pretty evident that at this period his desires did not go beyond local success and a competent livelihood. In order to add to his income he mended shoes. His wages at the Dolly Pit, where he was engine-man, were one pound a week, and the first guinea he saved was out of his amateur shoe work. He could turn his hand to anything. He mended clocks as well as shoes, and "doctored" engines also; and he could "throw the hammer" in the local games further than anybody. Among the shoes that he mended were those of Fanny Henderson, who was the domestic servant in a little farmhouse where he lodged. He carried the shoes about in his pocket, the talisman of his love. Fanny must have been greatly concerned for him at about this time, for he had had the misfortune to excite the enmity of Ned Nelson, "the bully of the village," a blackguard and a fighting man, of whom everybody went in fear. Ned insulted George grossly at the mouth of the pit, where the latter was brakesman, said he did his work badly, and being met with a protest from George, threatened to kick him. In the quiet sober workman Ned had met more than his match in courage. George Stephenson neither smoked nor swore, and was as tender as a woman to little children and domestic pets. He could drink his glass of ale, take his turn in the local sports, was full of fun, and was generally regarded as a harmless respectable man. Threatened by the bully of the village, he had the manliness to defy him, and, challenged to fight, he accepted the gage of battle. He had never fought before; the necessity had never arisen till now. All Black Callerton was in a state of excitement about the coming encounter. Everybody said George would be killed. It was a common thing in the pit villages for quarrels to be fought out in pitched fights. Ned Nelson had stunned and blinded many a competitor. George's friends were full of wonder and regret at his accepting Ned's challenge. "Art thou really goin' to feight him, lad?" they inquired, coming to him while he was at work. "Aye, I'll feight him!" was the quiet response. The battle was fixed for an evening some days after the quarrel, and was the one topic of the time in Black Callerton and the neighbourhood. "Gie it up, lad; don't feight the bully," some advised; but George had one answer for all of them, "I'll feight him; never fear for me, lads." During several days before the encounter Nelson gave up work and went into training. But George did not allow the affair to make the least change in his business. He worked just the same, worked at his engine, worked at his sums, worked at his shoe-mending, until the very hour of the conflict. His labours ended, he went home and washed, and then appeared in the Dolly Pit Field to meet his enemy.

It was moral force against vicious weight, muscle and pluck against vitiated physique and boxing skill. George had a constitution of iron, and was lithe and wiry. Ned was a drunken, brawling, practised fighter, big and brutal. He had never contested before with sobriety and respectability. Time being called, he stripped in thorough prize-fighting fashion: so did George, and the crowd trembled for the young engine-man. George received the pugilistic advances of the enemy with calmness and a steady eye; and when the battle fairly began he hit his adversary such telling, vigorous blows, that Nelson staggered under them with astonishment

and pain. His blood fairly up, George "went for him" with unceasing energy, giving him no time to manœuvre and jump about, but banging him right and left, hitting him all the time with a tremendous precision of blows that drove the crowd wild with joy and Nelson mad with rage and pain. The fight was of very short duration. No pugilist had ever been so pummeled in so short a time. Ned was carried home, and George no doubt went back to the little farm to reassure Fanny Henderson of his safety, and receive the congratulations of his landlord.

The victorious novice little dreamed how many other giants, not to say bullies, he was destined to fight in the interest of peace and civilisation; giants of vested interests, bullies of the Bar, giants of jealousy, bullies of ignorance. Christian in his "Progress" had no more monsters in his path than Stephenson. Pride, Avarice, Caste, Superstition; they met him at every turn. They went into training for conflict as Ned Nelson did; and when he encountered them he hit them on their brazen faces as he hit the fighting pitman of Black Callerton. No story is more discreditable to England than the story of George Stephenson's struggles against Authority in the interest of Progress. A few enlightened men stood by him—strong men of the North; but Parliament, Society, the Aristocracy, even Science, all were against him. Pampered landlords sneered at him in Committee of the House of Commons; learned counsel called him lunatic; sucking statesmen, referring to his dialect, asked if he was a "foreigner;" educated engineers laughed his scientific calculations to scorn; *Quarterly Reviewers* made merry in classic phrases over his simplicity. But he stood in their midst a giant among pigmies. "Ay, I'll feight him!" he said, when his anxious friends in the old days asked if he was in earnest about his forthcoming battle with Ned Nelson; "never fear for me." And, though many a time his great heart was like to burst with emotion (eye-glassed doubters in the Parliamentary Committees gazed at him as at a strange curiosity), standing to be cross-examined and jeered at by professional men whose trade was that "gift of the gab" which he always wondered at with a sort of untutored admiration—in spite of the many-headed hydra of Ignorance and Selfishness that opposed him he fought every opponent, and beat them all at last, as he had beaten the representative of Ignorance, Arrogance, and Stupidity that evening after his day's work was done in the Dolly-Pit Field of Black Callerton.

On Nov. 28, 1802, George Stephenson married Fanny Henderson at Newburn church. After the ceremony, he and his wife went to pay their respects to George's father and mother at Jolly's Close. Old Stephenson was still an engine fireman. From Jolly's Close George took his wife home to Wellington Quay, where he was employed as brakesman. He had saved enough money to furnish a cottage in a very humble manner, and thither he and his bride journeyed in the pretty old fashion of saddle and pillion. Robert Gray and Anne Henderson were their companions on this occasion. George and Fanny were on one horse, Fanny with her arms round George's waist; and Robert and Anne followed, similarly mounted. They rode for fifteen miles. The young married couple lived a quiet, happy, homely life. George spent a good deal of time in experiments on perpetual motion. On Oct. 16, 1803, his son Robert was born. Soon afterwards he removed to West Moor Colliery, Killingworth. Settled down here to his new work, he had the misfortune to lose his wife. In increased work and study he sought relief from his sorrow. He was asked to go to Montrose, in Scotland, and superintend the working of a Boulton and Watt engine at some new spinning-works. Leaving his boy in charge of a friendly neighbour, he went to Scotland on foot, his kit upon his shoulders. At Montrose the water to supply the works was pumped from the sand strata. The pumps used to become choked with the sand, which was drawn in through the "snore" holes. "The barrels," says Smiles, "soon became worn, and the bucket and clock-leathers destroyed, so that it became necessary to devise a remedy, and with this object the engine-man proceeded to adopt the following simple but original expedient. He had a wooden box or boat made, twelve feet high, which he placed in the sump or well, and into this he inserted the lower end of the pump. The result was that the water flowed clear from the outer part of the well over into the boat, and was drawn up without any admixture of sand, and the difficulty was thus conquered." This may be quoted as one of the first instances of his remarkable aptitude of contrivance for which he was afterwards so greatly distinguished. He was in Scotland a year, and went home, having saved £28, to find his father blinded by an accident, and in great distress, his sons being at home, and the whole family in poverty. George paid off his father's debts, which amounted to £15, and removed his parents to a cottage at Killingworth, where he supported them. About this time he was drawn for the militia, for these were the days of our great Continental battles. He paid all his savings in the purchase of a substitute. For some time he was so despondent as to his prospects that he had serious thoughts of trying his fortune in America, and would probably have done so had not the militia substitute taken all his capital. In 1808 he and two other brakesmen, Robert Wedderburn and George Dodds, took a small contract for managing the engines at the West Moor Pit. George lived with great economy, and eked out his regular earnings by all kinds of extra work, in order that he might send his son Robert to school. He mended the local clocks, made shoe-lasts for the shoemakers, mended boots, and even cut out the pitmen's clothes for their wives to make up. He noticed defects in the pit ropes and the construction of the winding apparatus. He suggested certain alterations, and, being allowed to make them, saved thereby for the proprietors both money and labour.

George Stephenson's first great local triumph was at the

George Stephenson Bachelor & Frances Henderson
Spinster both of this Parish were married in this
Church by Banns this twenty eighth Day of
November 1802 by me Tho^s Ste Curate
This marriage was solemnized between us
George Stephenson Frances Henderson
In presence of J^{rs} Tho^s Thompson Edw^d Nicholals

FACSIMILE OF GEORGE STEPHENSON'S HANDWRITING,
IN THE PARISH REGISTER, NEWBURN.

village of Killingworth, where the High Pit was being pumped by an atmospheric or Newcomen engine. The water could not be kept under. A whole year's pumping had done little or no good, and the engine had come to be regarded as a complete failure. One Saturday afternoon George went to look at the work. He was asked by a man employed at the pit what he made of it. "In a week I could send you to the bottom," said George in reply. Although Stephenson was then only a brakesman, he was regarded as a practical and ingenious man, and the conversation in question was reported to Mr. Ralph Dodds, the head viewer, who hunted George up and told him if he really could pump the pit dry he would "make him a man for life." George undertook the job, on one condition—the workmen, he said, "must either be all Whigs or all Tories." George knew well enough that the regular men employed at the pit who had failed during the last twelve months to make any impression upon the flood would hardly rejoice in his success; he insisted, therefore, upon employing his own labourers and thus securing to himself a fair trial. He took the engine to pieces, enlarged the injection cap, packed the cylinder at the bottom, made other alterations which occupied four days, and within the week the pit was dry and the men at work. This gave the self-taught engineer a wide reputation.

In 1814 he had saved one hundred pounds in guineas, and afterwards sold the coins to Jews at twenty-six shillings apiece, and lent out the proceeds at interest; his first coin was saved at Black Callerton, his object in making "a nest-egg" being to further his independence and his opportunities of advancement as a working man. By this time his son Robert was progressing well at school, and their first joint work together was to construct a sun-dial for the West Moor front of their Killingworth cottage. The boy brought home "Ferguson's Astronomy," which his father carefully studied, drawing upon paper a dial fitting the latitude of Killingworth. A proper stone was obtained, and eventually the sun-clock was erected, the date upon it being August XI., M.DCCC.XVI. The boy and his father spent their evenings together in scientific reading and discussion, Robert developing exactly the characteristics which his father desired.

The beginning of railways marked the beginning of the present century. The first tramway was made in 1800, by Benjamin Outram, a native of Derbyshire, who used stone props instead of timber in supporting the junction of the rails. Roads constructed on this fashion were named after him; they were known as "Outram roads," and thus the corruption to the present definition, tramroads. Some speculative applications of steam were made to the propulsion of wheeled carriages; an idea by no means new, even at that time. Nothing, however, of any importance was done until 1802, when Trevethick invented a steam-locomotive to run upon common roads. Although it trundled its way from Cornwall to London, it was some time before the inventor thought of using such a machine upon a railway. He did so, however, later, in Wales; but the thing proved a failure, though it suggested many similar enterprises, as well as the great work which was to come. The mechanical invention of the period seemed to concentrate itself upon steam travelling; one engineer devoting himself to making an engine that was to run upon its legs like a horse. Every now and then extraordinary vehicles would be encountered snorting and puffing upon some dark highway. In every case they were regarded by the country people as the devil in disguise. When Trevethick's road-engine, for example, en route to the metropolis, came to its first toll-gate, the man flung the bar open with trembling hands and chattering teeth; when the driver asked what was to pay, "Oh, nothing, dear Mr. Devil," said the toll-keeper, "go on as fast as you like; there's nothing to pay."

From his earliest infancy George Stephenson had been familiar with tramways, for there was one that passed the cottage in which he was born. Thus his mechanical genius naturally travelled in the general direction of promoting rapid transit. At the same time he had the incentive of a local "Puffing Billy," invented by Mr. William Hedley, a pit-viewer at Newburn. Mr. Stephenson examined this, and also the engine made by Trevethick, and his mind continually brooded over the subject. The locomotive, in a limping and profitless way, may be said already to have existed when George Stephenson made his first drawings, but it only existed in the colliery districts, where it laboriously hauled coals at two or three miles an hour, and at an expense considerably beyond that of horseflesh. "There was still wanting," says Smiles, "the man who should accomplish for the locomotive what James Watt had done for the steam-engine and combine in a complete form the separate plans of others, embodying with them such original inventions and adaptations of his own as to entitle him to the merit of inventing the working locomotive in the same manner as James Watt is regarded as the inventor of the working condensing engine," a work which he afterwards not only accomplished, but coupled with it the conception and carrying out of the first railway and the construction of our great railroad system, with all its wonders of engineering skill in the shape of roads, rails, viaducts, bridges, tunnels, stations, and organisation of systems and management. One of his greatest discoveries in connection with the locomotive engine was the utilisation of the jets of exhaust steam to create a draught for the furnace, thus doubling the power of his first locomotive and leading him ultimately to the invention of his multitubular boiler. In 1815 he had made an engine which was notable for the following improvements on all other efforts—namely, "simple and direct communication between the cylinder and the wheels rolling upon the rails, joint adhesion of all the wheels attained by the use of horizontal connecting-rods; and, finally, a beautiful method of exhausting the combustion of the fuel by employing the waste steam, which had formerly been allowed uselessly to escape into the air."

It was about this period that he invented the safety-lamp, stimulated thereto by the frequent fatal explosions at the local mines. There is nothing more dramatic in biographical history than the way in which he tested its power at the risk of his life. Accompanied at midnight by his friend Mr. Nicholas Wood and his son Robert, he descended the pit, and, leaving them at a safe distance, entered a heading where there was a blower, and courageously held up his lamp in the midst of the gas. Certain and instant death must have followed had not his invention been complete. It is not necessary to dwell upon the controversy which followed in regard to the first conception and construction of the safety-lamp. Sir Humphrey Davey was almost simultaneously occupied with a similar idea, but it was afterwards sufficiently established by dates and evidence that the two inventions were distinct and separate events, with this difference in favour of George Stephenson, that he had made and tested his prior to the production of the "Davey," and that when this lamp of the great scientist was sent down into the north the local pitmen were already using the "Geordie," which even to this day is regarded in the Stephenson localities as the best and most reliable lamp of the two. During the controversy, Stephenson conducted himself with great dignity and circumspection, although he was denounced by the scientists in London as an impostor, their

views being backed by the declaration that it was quite impossible an uneducated operative at a pit could have sufficient chemical knowledge, apart from other considerations, to solve so great a problem as that which was solved by the safety-lamp. It was, however, thoroughly established that he was the first to invent it, although Sir Humphrey Davey had done a similar thing in ignorance of Stephenson's operations. In 1816, George received a testimonial of one thousand pounds at a public dinner, given at Newcastle-on-Tyne, with a piece of plate bearing an inscription, founded upon conclusive evidence taken before the Literary and Philosophical Society, proclaiming that "Mr. George Stephenson having discovered the fact that inflamed fire-damp will not pass through tubes and apertures of small dimensions, and having been the first to apply that principle in the construction of a safety-lamp, calculated for the preservation of human life, this tankard, purchased with a part of a sum of £1000 subscription, raised for his remuneration, was presented to him at a general meeting of the subscribers, under the presidency of Charles John Brandling, Esq."

In the meantime, George had been devoting himself to his engine, and more particularly to the improvement of the rails laid down on the Killingworth colliery lines, and he constructed soon afterwards a short railway for the Hetton Colliery Company, upon which his locomotive made a speed of four miles an hour with a weight of sixty-four tons. This railway was opened on Nov. 18, 1822, amidst a large crowd of spectators. Five locomotives were at work under the direction of George Stephenson's brother Robert. About this time Mr. Edward Pease projected a railway from Witton colliery, a few miles above Darlington, to Stockton-on-Tees, and undertook what Smiles calls the "desperate enterprise" of obtaining an Act of Parliament to construct it. It was said of him by an old friend that he was a man who could see a hundred years ahead. The criticism proved to be a just one. In railway affairs he was the first staunch believer in George Stephenson, and they became eventually fast and earnest friends. The Stockton and Darlington Railway Bill was a Parliamentary battle for some years; thrown out at first, but finally accepted. It was originally only intended to be a tramway worked by horse power, and as such it was surveyed, and its construction commenced by Mr. Stephenson. During the progress of the works the engineer suggested frequently that he should be allowed to work the line with locomotives, and finally Mr. Pease and his friends were prevailed upon to consent. The railway was opened for traffic on Sept. 27, 1825, George Stephenson himself driving the first locomotive, the engine drawing thirty-eight vehicles, upon which there were four hundred and fifty passengers, and some ninety tons of merchandise. The highest speed attained was twelve miles an hour; the average four to six. The railway was projected for the purpose of opening up the Stockton and Darlington coal district. During the passing of the bill before Parliament, Mr. Lambton, afterwards Lord Durham, succeeded in having a clause introduced limiting the charge for the haulage of all coals to Stockton-on-Tees for the purpose of shipment to one halfpenny per ton per mile, although fourpence per ton was allowed to be taken for all coals led upon the railway for land sale. The object in enforcing the low rate was to protect Mr. Lambton's coal trade from Sunderland and the northern ports. He thought and was so advised by shrewd north countrymen, that the halfpenny rate would be a practical and sufficient bar against any competition on the part of the Stockton and Darlington Company, the proprietors of which themselves regarded the clause as an almost fatal obstruction to their carrying trade for shipment. They only estimated for about 10,000 tons a year to Stockton, and then the coal would only be used as ballast. They calculated to make their profits almost exclusively by the land sale. In a very short time, however, the low rates forced upon them by Mr. Lambton proved to be a boon, and may be said to have established the success of the railway. Within a few years of Mr. Lambton's Parliamentary "triumph" the annual shipment of coal carried by the Stockton and Darlington Railway to Stockton and Middlesbrough exceeded 500,000 tons. What was almost equally surprising to the enterprising constructors of the line, although they had looked for a reasonable passenger traffic, was the rapid increase in the number of persons who consented to risk their lives in the "railway coach" which the directors had authorised Mr. Stephenson to build. This first railway-carriage, very much like a large bathing-machine, was called "The Experiment." It was, however, not permitted at the outset to propel it by a locomotive; it was drawn by one horse, and made a journey daily each way between Stockton and Darlington, the distance of twelve miles being accomplished in about two hours. The fare was a shilling; there was no distinction of class, and each passenger was allowed fourteen pounds of luggage. The coach was not worked by the company, but was let to Messrs. Pickersgill and Harland, railway carriers, under arrangement as to the payment of tolls for using the line, rent of "booking cabins," &c. "The Experiment" proved so great a success that other persons rented coaches and ran them upon the line. It was only a single line with four sidings in the mile, and when the two coaches met there arose the difficult question of which should go back. It had already been understood that light waggons should always give way to loaded ones, and, that as to passenger-coaches, they should have preference over coals; but, in regard to the competition between coaches, the drivers and the passengers had to quarrel that out among themselves. Eventually a compromise was effected by the erection of a post midway between sidings, and the establishment of a rule that the driver who had passed the pillar should go on, and the man coming the other way go back. Mr. Clephan, a north-country writer, quoted by Mr. Smiles, mentions that a man named Dixon, the driver of one of these coaches, was the inventor of carriage-lighting on railways, "On dark winter nights, having compassion on his passengers, he would buy a penny candle and place it, lighted, among them on the table of 'The Experiment'; the first railway-coach (which, by-the-way, ended its days at Shildon as a railway cabin, being also the first coach on the rail, first, second, and third class jammed all into one) that indulged its customers with light in darkness." The Stockton and Darlington Railway, projected by Edward Pease, and carried out by George Stephenson, was a great success; and the engineer, in his later days of prosperity, did not forget his early friend, who was very proud of exhibiting a handsome gold watch bearing the following inscription:—"Esteem and gratitude, from George Stephenson, to Edward Pease."

The success of the Stockton and Darlington Railway and the chronic congestion of transport between Liverpool and Manchester stimulated the manufacturers of South Lancashire to project a tramroad between the famous northern port and Cottonopolis. It took longer to convey cargoes of cotton from Liverpool to Manchester than it had taken to bring them across the Atlantic. During heavy frosts, when the canals were closed, intercommunication was entirely suspended, resulting in disaster to all persons engaged in the production of manufactured cottons and other goods. At first, even to these

enterprising men of the north, the tramroad seemed a wild kind of scheme; but at length surveys were made with a view to obtaining an Act of Parliament for the purpose. So inimical to the general welfare was the iron road regarded that the surveyors and their assistants were attacked by mobs of people, and noted bruisers had to be engaged to carry the theodolite, an instrument which appeared to excite the ferocity of the natives to its highest pitch. These obstructions were common and frequent, even before the advent of the locomotive: how serious they were afterwards is a matter of history. The construction of railways was not only opposed by the ignorant people in country districts with pitchforks, with guns and with stones, but they excited the most determined opposition of great landowners, of leading men in cities, of public bodies, and of Parliament itself. No improvement in the social, domestic, or political economy of a people was ever carried against more persistent hostility, or with greater self-denial, energy, and perseverance on the part of the projector and his handful of friends and adherents. Mr. Sandars, an influential Liverpool merchant, was among the first promoters of the Liverpool and Manchester tramway, and he held public meetings upon the subject in various parts of the district, one more particularly in the Exchange at Liverpool, another at the George Hotel at Warrington. Mr. Moss and Mr. James, of West Bromwich, assisted him in the agitation, during which Mr. James went down to Killingworth and saw Mr. Stephenson's locomotive engine, which was steadily and regularly at work drawing its long train of coal-waggons at a speed of six miles an hour. On his first visit he saw Mr. Losh, of Morton-in-the-Marsh, who was a partner in Mr. Stephenson's invention. Mr. James was so deeply impressed with the locomotive that he afterwards went to Killingworth again, having missed Mr. Stephenson on his first visit, and, after fully testing the work in which the north country engineer was engaged, he declared to Mr. Losh that George Stephenson was the greatest practical genius of the age, and that if he succeeded in developing the full powers of his locomotive engine his fame in the world would rank equal to that of Watt. Mr. James, it should be stated, was an engineer, and had received instructions to make the survey for the Liverpool and Manchester road. This was in 1821. He had not, however, accomplished the work in 1822, and, losing also the Sessions of '23 and '24 without having his plans ready for Parliament, it was determined that further engineering advice should be obtained. Finally, the work was handed over to Mr. Stephenson. A Liverpool committee, under his advice, proceeded to form a company of proprietors for the construction of a double line of railway, and in due course of time the plans were prepared. The local Canal Company entered against it an uncompromising hostility; and, indeed, all the navigation companies of the kingdom combined to oppose the projected Liverpool and Manchester line. The journals of the time, with few exceptions, treated the matter with ridicule, and the champions of the existing systems of transport in pamphlets and in public speeches denounced the project of carriage by steam as one of the most damaging and awful character. They declared the locomotive would poison the air, kill the birds as they flew over them, destroy the preservation of pheasants, burn up the farms and homesteads near the lines; that oats and hay would become unsaleable because horses would become extinct; travelling on the highways would become impossible; country inns would be ruined; boilers would burst and kill hundreds of passengers; and, indeed, there was no peril or evil imaginable that was not predicted to attend the working of a railroad by steam. George Stephenson worked night and day at his survey, at his plans, and at the improvements in his engine, and on March 21, 1825, the Liverpool and Manchester Bill went into Committee of the House of Commons. Its opponents were backed by great wealth, and by all the legal talent that could be got together for money. Among the counsel against the bill were Mr. (afterwards Baron) Alderson, Mr. (afterwards Baron) Parke, Mr. MacDonnell, Mr. Harrison, Mr. Erie, Mr. Cullen, and others; the case for the railway being conducted by Mr. Adam, Mr. Serjeant Spankie, Mr. William Braham, and Mr. Joy. Mr. George Stephenson, many years afterwards, told his friends that his chief difficulty, during his evidence, was to keep down the rate of speed of his locomotive, for the promoters of the bill had told him that if he talked of going at a greater rate than ten miles an hour he would utterly ruin their case. "It was," said Stephenson, "not an easy task for me to keep the engine down; but it had to be done, and I did it. I was not long in the witness-box before I began to wish for a hole to creep out at. I could not find words to satisfy either the Committee or myself. I was subjected to the cross-examination of eight or ten barristers purposely, as far as possible, to bewilder me. Some member of the Committee asked if I was a foreigner, and another hinted that I was mad; but I put up with every rebuff, and went on with my plans, determined not to be put down." It is not within the compass of this article to give anything like a sketch of the proceedings before the Committee. The characteristic words just quoted are sufficient to indicate the hardships endured by the chief witness and his friends. Once or twice, however, with all his humility, Stephenson broke out. Asked, for example, if something he said was not on the hypothesis that the railroad was perfect, he replied, "Yes, it is; and I mean to make it perfect." It is an old story now, but the subject of the Committee may hardly be passed over without repeating it, that one of the members of the Committee put the following case: "Suppose, now, one of these engines to be going along a railroad at a rate of nine or ten miles an hour, and that a cow were to stray upon the line, and get in the way of the engine, would not that, think you, be a very awkward circumstance?" "Yes," replied Stephenson, with a smile and a twinkle of his merry eye, "very awkward indeed—for the cow." The insolence of the question as to whether he was a foreigner arose from Stephenson's Northumbrian accent, which he retained with very little modification to the end of his life. After many days the Committee divided on the preamble of the bill, which was carried by a majority of one—37 for, 36 against. The clauses were next taken. On a division, the first, which empowered the company to make the railway, was lost by a majority of 19 to 13; the next, which empowered the company to take land, was also lost, whereupon Mr. Adam, on the part of the promoters, withdrew the bill. The defeat was in some measure promoted by the obstacles which the survey had to encounter from landowners and canal companies, thus rendering the plans sufficiently imperfect to be vulnerable under strict legal criticism.

Lord Sefton and Lord Derby were two of the greatest opponents of the bill; and in the next survey for the line the property of the former was avoided, and only a few detached fields of the latter included. The game-preserving localities were carefully ruled out of the plans, and many other objections raised to the first line were considered and avoided in the second; and in their second prospectus the company agreed not to require any clause in the Act empowering them to use the locomotive but to submit to whatever restrictions Parliament might impose upon its use in the interest of

(Continued on page 564.)

GEORGE STEPHENSON, THE FATHER OF RAILWAYS.

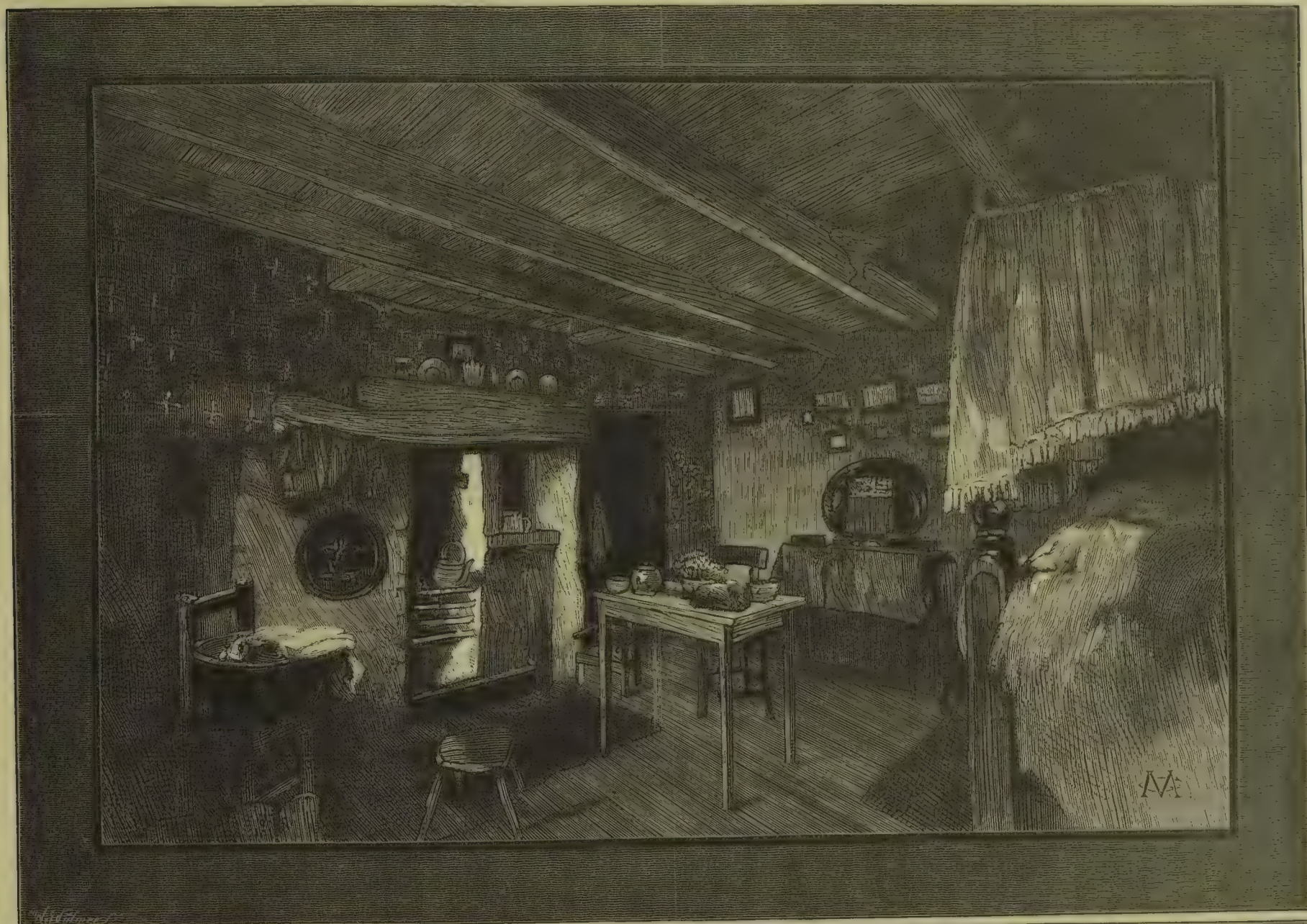


GEORGE STEPHENSON THROWING THE HAMMER.



INTERIOR OF NEWBURN CHURCH, WHERE GEORGE STEPHENSON WAS MARRIED.

GEORGE STEPHENSON, THE FATHER OF RAILWAYS.



WYLAM-ON-TYNE.

THE ROOM IN WHICH STEPHENSON WAS BORN, AT STREET HOUSE, WYLAM.

STEPHENSON'S COTTAGE AT KILLINGWORTH.

NEWBURN-ON-TYNE.

MONUMENT TO STEPHENSON AT NEWCASTLE-ON-TYNE.

THE COURT.

The Queen's birthday was celebrated at Balmoral by a ball yesterday week, given by her Majesty to the servants, tenants, and gillies on the Royal estates, at which the Queen, Princess Beatrice, Princesses Victoria and Elizabeth of Hesse, and Prince Leopold were present. The ladies and gentlemen of the household were also present, and the Rev. A. Campbell, of Crathie, and Dr. and Mrs. Profeit were invited. On the birthday morning the Crathie choir serenaded her Majesty. The official celebration in the metropolis last Saturday was marked by the usual demonstration. At the Horse Guards Parade there was a large and distinguished assemblage; the bells of St. Martin's-in-the-Fields were rung, and flags were hoisted from the various public buildings. Two Ministerial dinners were given by Mr. Gladstone—one at the official residence of the First Lord of the Treasury, at which the Prince of Wales was present, and the other at the official residence of the Chancellor of the Exchequer. Banquets were also given by the Lord Chamberlain, Earl Sydney; Lord Alfred Paget, on behalf of the Master of the Horse; Earl Granville; the Right Hon. Sir William Vernon Harcourt; the Right Hon. Hugh C. E. Childers, M.P., with whom the Duke of Cambridge and the Duke of Connaught dined; Lord Northbrook, the Marquis of Hartington, the Earl of Kimberley, and the Attorney-General. Countess Granville had a reception; and the Duke and Duchess of Bedford had a dinner party, the Mistress of the Robes afterwards receiving a small and early party. Her Majesty's tradespeople dined together, as usual, at the Freemasons' Tavern. The illuminations at the West-End were general.

The Very Rev. Principal Caird arrived at Balmoral on Saturday, and dined with the Royal family.

Divine service was performed at the castle on Sunday by Dr. Caird, who again dined with the Queen.

Her Majesty, accompanied by Princess Beatrice and Princesses Victoria and Elizabeth of Hesse, and Prince Leopold, is daily out driving through the picturesque localities of the district.

The Queen has signified to General Roberts her wish that he should sit to Mr. Frank Holl for a portrait for her own possession.

Her Majesty has transmitted, through the Marquis of Lorne, the expression of her great sorrow for the Victoria disaster in Canada, and her deep sympathy for the bereaved.

By her Majesty's command, large quantities of old linen have been sent to various metropolitan hospitals for the use of the patients.

The Prince of Wales will hold a Levée on behalf of her Majesty at St. James's Palace on the 22nd inst. The second State Ball at Buckingham Palace is fixed for the 24th, and the second State Concert for the 29th inst.

At the State Ball last week the Princess of Wales wore a dress of lilac grey satin and crepe, richly embroidered in pearls and silver, and veiled in silver tulle looped with bunches of silver marguerites and pearl leaves; corsage to correspond. Head-dress, a tiara of diamonds; ornaments, pearls and diamonds. Orders—Victoria and Albert, the Crown of India, and the Danish family order.

Princess Christian wore a dress of white satin duchesse, handsomely trimmed with pearl embroidery and bouquets of white lilac. Ornaments, diamonds. Orders—The Victoria and Albert, the Crown of India, the Saxe-Coburg and Gotha family order, the Prussian for Care of the Sick and Wounded, and the Order of Louise of Prussia.

Under the patronage of her Majesty a grand bazaar in aid of the funds for the restoration of Bagshot church will be held on the 11th and 13th inst. at Bagshot Park, the residence of the Duke and Duchess of Connaught. The Prince and Princess of Wales, the Duke and Duchess of Edinburgh, the Duke and Duchess of Connaught, Prince and Princess Christian, and the Duke and Duchess of Teck have promised to attend, and stalls will be kept by several members of the Royal family. Amateur concerts will be given at four p.m. on both days at Bagshot House, and a military band will be in attendance.

Next month a fine-art loan exhibition will be held at the Albert Institute, Windsor, also under the patronage of the Queen, Prince and Princess Christian, and Prince Leopold.

THE PRINCE AND PRINCESS OF WALES.

The Prince of Wales visited the King of Sweden and Norway immediately after his arrival from Bournemouth at Claridge's Hotel; his Majesty afterwards visiting the Prince and Princess at Marlborough House. The King lunched with their Royal Highnesses the next day, and afterwards accompanied them to the Decorative Art Exhibition in Bond-street and to the picture galleries of Messrs. Dickinson and Foster and of Mr. Dowdeswell. In the evening their Royal Highnesses, accompanied by the King of Sweden and the Duke and Duchess of Connaught, went to the Royal Italian Opera, Covent Garden, and subsequently the Prince and Princess were present at a conversazione at St. Bartholomew's Hospital, at which 1300 visitors assembled. Their Royal Highnesses were received by the treasurer, Sir Sydney H. Waterlow, and Sir James Paget, and conducted through the principal rooms of the new buildings of the medical school. The Princess had on a close-fitting satin dress of a deep red colour, with pale turquoise blue under the lace of the ruff, and wore also the diamond necklace presented to her on her marriage by the citizens of London. Last Saturday the Prince, with the Duke of Connaught and the Duke of Cambridge, was present at the annual guard-mounting parade at the Horse Guards in celebration of her Majesty's birthday. The Princess, accompanied by the King of Sweden, and Princesses Louise, Victoria, and Mand of Wales, witnessed the parade from the Horse Guards. The Prince and Princess afterwards entertained the King of Sweden, the Duke and Duchess of Connaught, the Grand Duchess of Mecklenburg-Strelitz, the Duke of Cambridge, and the Duchess of Teck at luncheon at Marlborough House. The Prince dined with the Right Hon. W. E. Gladstone at his residence in Downing-street, and went afterwards to Countess Granville's reception at the Foreign Office. On Sunday their Royal Highnesses, with their daughters, attended Divine service; and the King of Sweden, the Duke and Duchess of Connaught, the Grand Duchess of Mecklenburg-Strelitz, the Duke of Cambridge, and Marshal Hobart Pasha and the Hon. Mrs. Hobart Hampden dined with them at Marlborough House. Princess Louise of Lorne lunched with the Prince and Princess on Monday. Their Royal Highnesses visited the Queen of Sweden and Norway at Claridge's Hotel in the afternoon; and the King and her Majesty dined with the Prince and Princess, who afterwards accompanied them to Drury Lane Theatre for the purpose of being present at the first representation of the Meininger Court Company. On Tuesday morning their Royal Highnesses drove to the Victoria Station and took leave of the King and Queen of Sweden and Norway on their return to Sweden. The Prince dined with the members of the 1st (or Grenadier) Guards' Club at Willis's Rooms. His Royal Highness was at the Epsom race meeting on the Derby Day; after which he entertained the leading members of the Jockey Club at dinner at Marlborough House. On Thursday his Royal Highness was at the 10th Hussars' annual dinner, at Willis's Rooms.

The Prince will visit Tunbridge Wells next week for the purpose of opening the Bath and West of England Agricultural Society's show. His Royal Highness will lunch with the

Marchioness of Camden at Bayham Abbey on Monday, and will be present at a garden party afterwards. On Tuesday he will lunch at Eridge Castle with the Marquis of Abergavenny, after which he will open the show.

At the residence of Mr. Francis Tress Barry, at St. Leonard's-hill, Windsor, preparations are being made for the reception of the Prince and Princess, who will stay there during the Ascot week. Their Royal Highnesses are expected to arrive on the 13th inst.

The Princess will be present with his Royal Highness, on the 29th inst., at the ceremony of opening the new parochial infirmary at Notting-hill, which has been erected by the guardians of St. Marylebone.

The Prince has accepted the office of president of the City and Guilds of London Institute for the Advancement of Technical Education, and has expressed his willingness to lay the foundation-stone of the central institution at South Kensington during next month.

The officers of the 1st Life Guards have presented the Rev. Arthur Robins, of Windsor, with a picture of themselves, in the centre of the group being his Royal Highness, Colonel-in-Chief of the Household Cavalry.

At the recent meet of the Four-in-Hand Club the Prince was on Lord Fife's drag.

Mr. Adams has submitted to the Prince and Princess his designs for the medal which is being made for the Corporation of the City of London to commemorate the visit of the King of the Hellenes.

Her Royal Highness has contributed two fine drawings to the Black-and-White Exhibition at the Dudley Gallery.

A telegram received at the Admiralty from the Earl of Clanwilliam, in command of the detached squadron, reports the Cleopatra having been sent to King George's Sound from Cape Otway to assist the Bacchante, which recently met with considerable damage in bad weather. The Inconstant, Carysfort, and Tourmaline were at Melbourne, where the Bacchante was to join them.

The Duke and Duchess of Edinburgh, while at Plymouth last week, visited Mount-Edgumbe, being received by Lady Ernestine Mount-Edgumbe, with whom they steamed up the Tamar to the weir head, whence they drove to Cotehele House, the residence of the Dowager Countess of Edgumbe. The Duke inspected the Mount-Edgumbe industrial school training-ship. Their Royal Highnesses re-embarked in the Lively for the Cornish coast. Landing at Fowey, the Duke made an inspection of the coastguard station at Polruan, and of the men and battery of the Royal Naval Reserve. The Duchess visited the old church. Subsequently their Royal Highnesses went to Place House, the residence of Mr. and Mrs. Treffry, and afterwards steamed to Falmouth, where the Duke inspected the Coastguard. The Lively then went on to Scilly, arriving on Saturday morning. The Duke visited St. Agnes and other islands of the group, and the Duchess landed at St. Margaret's and drove through the district with Mr. and Mrs. Dorrien Smith, returning to dine on board. On Sunday their Royal Highnesses attended Divine service at St. Mary's, and left the next morning for Land's End, where his Royal Highness landed and continued his inspections, afterwards driving to Penzance, the Lively proceeding meanwhile to Mount's Bay with the Duchess. In the afternoon the Royal party paid a visit to St. Michael's Mount and Marazion, returning afterwards to the Lively at Penzance. On Tuesday their Royal Highnesses returned to Falmouth, the Duke landing at Porthleven; after visiting the Lizard, he rejoined the Lively, which left Falmouth on Wednesday.

The Crown Princess of Germany is expected to visit England next month.

Princess Christian and the Duchess of Teck were present on Monday at a recitation of the drama of "The Wife's Secret" by Mr. Brandram at Arlington House, by permission of the Marchioness of Salisbury, in aid of Mrs. Vicar's Home, at Brighton, upon which is a debt of £500. On Tuesday Princess Christian presided over one of the stalls at the sale of art needlework at Kent House, Knightsbridge. Prince Christian dined with the Earl of Wilton at his Derby dinner in Grosvenor-square.

Princess Louise of Lorne dined with Lady Molesworth yesterday week at her residence in Eaton-place. On Saturday evening her Royal Highness went to the Royal Italian Opera. The Princess was one of the contributors to the Amateur Art-Exhibition held on Wednesday and Thursday, at River House, Chelsea Embankment. She has visited the inaugural Decorative Art-Exhibition, New Bond-street. Acting on the advice of Sir William Jenner and Dr. Hermann Weber, who do not consider that her Royal Highness is equal to accompany the Governor-General of Canada on so long a journey as he is about to undertake early in July, the Princess has postponed her departure from England to a rather later date.

The Duke of Connaught, at the wish of the Prince of Wales, was present at the consecration of a new lodge of Freemasons, called the Prince Edward of Saxe-Weimar Lodge, at Portsmouth, last week, Lord Charles Beresford, commanding the Royal yacht Osborne, being at the same time installed First Worshipful Master. The Duke and Duchess went to Drury Lane Theatre on Tuesday evening to see the performance of the Meininger Company. The day of the opening of the new wing of the Royal Hospital for Incurables by the Duke, originally fixed for July 9, has been altered to July 16, in consequence of the Royal Volunteer review at Windsor being ordered for the former day.

Prince Leopold, Duke of Albany, will be the guest of the Duke of St. Albans, at Bestwood Lodge, upon the occasion of the opening of the new University College, at Nottingham, on the 30th inst. His Royal Highness has consented to receive the rank of Past Grand Master of the Grand Lodge of Mark Freemasons.

The King of Sweden and Norway was indefatigable in his exertions during his short stay in town, each day having been occupied in visiting the notable sights of the metropolis and in receiving and returning visits. His Majesty attended Divine service on Sunday at the Swedish Church, Princes-square, St. George's-in-the-East. On Monday his Royal Consort arrived from Bournemouth, their Majesties visiting the Prince and Princess of Wales upon the Queen's arrival. All the Royal personages in town, with numerous other visitors, called upon their Majesties at Claridge's Hotel. The King, after dining with the Queen at Marlborough House, and going to Drury Lane Theatre on Monday evening, went to a reception at Consul-General Richter's. His Majesty during his sojourn dined with Earl and Countess Spencer and with Earl Granville at the Foreign Office, and with Count Piper; he also travelled by the Metropolitan Railway, and visited the works of the Henri Rifle-Barrel Company, and inspected the Nordenfelt machine-guns there being manufactured. Their Majesties left on Tuesday, travelling from Victoria to Dover en route for Brussels. Lord Methuen and General Sir Francis Seymour were, by command of the Queen, in attendance upon their Majesties during their visit in town.

THE CHURCH.

PREFERMENTS AND APPOINTMENTS.

Amphlett, Martin, Rector of Church-Lench, Evesham, to be Honorary Canon in Worcester Cathedral.
 Arnott, Henry; Vicar of Bussage.
 Chapman, Christopher Jackson; Vicar of Norton.
 Clements, W. F.; Incumbent of St. Paul's, Colchester.
 Dales, John William; Curate of Linthorpe.
 Gooch, John, Castle Lodge, Reigate; Rector of Holcott, Northamptonshire.
 Grey, Charles F.; Curate of Leominster; Rector of Gladestry, Radnor.
 Hurst, Canon; Vicar of St. Mark's, Tillingham Park.
 Mansfield, Hugh McNeil; Vicar of Bourne, Lincolnshire.
 Myers, Christopher; Incumbent of St. Bartholomew's, Bolton.
 Nisbet, M. A.; Vicar of St. Luke's, Gloucester; Rector of Ringwood.
 Savage, Francis; Vicar of Woodnesborough, near Sandwich, Kent.
 Smith, Arnold Kirke; Curate-in-Charge of Somersham, Hunts.
 Thorp, Henry; Curate of Erdington.
 Tudor, John Lechmere, Curate (Sole Charge) of Sparsholt-with-Kingston Lisle, Berks; Vicar of Turkead, Diocese of Gloucester and Bristol.
 Whittington, Richard; Prebendary of Tottenham in St. Paul's Cathedral.

A second rich and effective Munich window (by Messrs. Mayer and Co.), representing St. Peter and St. Andrew, has been erected in the parish church of Belgrave, Leicester.

The Bishop of Norwich received intelligence on Monday that a fatal accident had befallen his son, the Rev. Herbert Pelham, while travelling in Switzerland with his brother, the Rev. Sidney Pelham. Mr. Herbert Pelham was curate of St. Philip's, Heigham, Norwich.

A three-light painted window (subject St. Andrew, St. Stephen, and St. Paul) has been presented by the Stationers' Company to Little Bradley church, Suffolk, in memory of John Daye, the printer of "Foxe's Book of Martyrs," and Master of the Company, 1580, who lies buried there. The window is by Messrs. Heaton, Butler, and Bayne, who supplied seven other painted windows for this church.

Speaking on the occasion of the opening of Syston parish church, Leicester, yesterday week, the Bishop of Peterborough referred to the aims of the Liberation Society, and questioned whether the people were prepared to give up their churches. He thought, however, that if the Church was to maintain its position, its bishops and clergy must work harder and better. His Lordship characterised the divisions in the Church as a great evil, and said that the money spent in strife during the last thirty years might with much more advantage have been devoted to spreading the Gospel.

On Ascension Day the Archbishop of Canterbury, assisted by the Bishops of Gloucester and Bristol, St. Asaph, Toronto, Ontario, Victoria, and Bishop M'Dougal and Bishop Cloughton, consecrated the Rev. George Frederick Hose, M.A., Archdeacon of Singapore, to be "Bishop of Singapore, Labuan, and Sarawak." The ceremony took place in the private chapel of Lambeth Palace, in the presence of about 200 persons. The Archbishop afterwards entertained the newly-consecrated bishop, his father, and his friends, to the number of about forty, at luncheon.

At a court of assistants of the Sons of the Clergy, held at the Corporation House, Bloomsbury-place, last Saturday—the Earl of Powis, vice-president, in the chair—a large number of applications from the widows and daughters of deceased clergymen was presented to fill the forty-two vacancies among the 712 pensions of the corporation caused by death or resignation during the past year. The applicants comprised eighty-three widows and seventy-six daughters, and to most of those who were not elected to pensions the court made temporary grants amounting in the whole to about £1000. About £200 was also given in educational and outfit grants in favour of clergy children.

The annual meeting of the Church Schoolmasters' and Schoolmistresses' Benevolent Institution was held last Saturday at Lambeth Palace, the Archbishop of Canterbury and Mr. W. H. Smith, M.P., being the principal speakers. Upwards of £7500 has been granted in the relief of numerous cases of temporary distress among teachers and their families. One hundred and eighty-two disabled teachers have been elected to annuities, in which over £11,000 has been paid, and to secure the continuance of which £12,000 has been invested in approved securities. One hundred and six teachers' orphans have likewise been elected to continuous home-allowances, until attaining the age of fourteen years, and twenty more are to be added next month.

The proceedings connected with the opening of the Ely Theological College began on Tuesday morning with the dedication service. In the course of the morning the Bishops of Winchester, Carlisle, and Lincoln were present. The college is situated close to the Cathedral, and contains a chapel, lecture and dining hall, library, principal and vice-principal's studies, and twelve sets of rooms for the students. There was a presentation of a subscription portrait of the Bishop of Ely, painted by Schmidt, for the library. At twelve o'clock there was a service in the cathedral, when the Bishop of Carlisle preached. At the close of the service the procession was reformed and marched to the New College buildings, where the Lord Lieutenant of Cambridge fixed a great cross in the east gable of the chapel. Over 300 guests subsequently sat down at a public luncheon. Fifty students are in training.

A special festival service, of which the musical portion was on the whole admirably rendered, was held on Ascension Day in Westminster Abbey in aid of the Clergy Orphan Schools. Every part of the great building to which access could be gained seemed to be occupied. The Abbey choristers, with members of other choirs, filled the sacristy; the band of wind and string instruments was grouped around the lectern, where Dr. Bridge stood to conduct. Singers and performers together numbered about 200. The music of the suffrages was by Tallis; that to the Magnificat and Nunc Dimittis by Dr. Bridge. The Dean of Westminster preached from the words, "God is a spirit." For the anthem, "The Woman of Samaria," a sacred cantata by the late Sir W. Sterndale Bennett, was given, the solos being taken by the Abbey choristers. The small organ used in the performance of the cantata was played by Mr. Martin, sub-organist of St. Paul's. Dr. Bridge played the congregation out, using the large organ and performing a concerto by Handel, and subsequently a piece by Sir Sterndale Bennett. The income of the schools fell short by £1221 of the expenditure last year.

A public meeting was held yesterday week, under the presidency of the Bishop of London, to consider the spiritual condition of the residents in the east end of London. It was stated in a circular that was distributed to those attending the meeting that, taking into consideration the enormous aggregation of the working classes in the east end of the metropolis, and the non-existence of wealthy residents, the large owners of property and employers of labour preferring to live at a distance, the proportion of clergy to the population was far below the average. Funds were also needed to carry on the work of the Church. The financial statement showed that the subscriptions for the year were £6000, and liabilities to the amount of £4500 had been incurred. Resolutions were passed to the effect that the work of the Church in the east of London calls for the sympathy and co-operation of the diocese at large; that to sustain the Church in her work in the densely-populated and poor parishes of the east of London a largely-

increased supply of clergy is required; and that, in consequence of the paucity of residents able to give personal help in parochial work, a large number of lay helpers are urgently needed. Among the speakers were the Bishop of London, the Archbishop of Canterbury, and the Bishop of Bedford.

THE UNIVERSITIES.

At Oxford the judges have awarded the Stanhope History Prize for this year to Mr. W. H. Hutton, of Magdalen College. Proxime accessit, Mr. C. W. C. Omar, of New College. At New College the following have been elected to Exhibitions in Natural Science:—G. C. Bourne, Eton College, and C. D. Spencer, Clifton College. The Abbott Scholarships have been awarded to E. F. Johns, Exhibitioner of Exeter (three years), and G. W. Lewes, from Brighton College (two years).

At Cambridge the Burney Prize, awarded annually to the Graduate who shall produce the best essay "On some Moral or Metaphysical Subject," has been awarded for the present year to William Bellars, B.A., Scholar of Trinity College. The subject given out was "The Testimony of Conscience to the Truth and Divine Origin of Christian Revelation." The first stone of Selwyn College was laid on Wednesday by the Earl of Powis, High Steward of the University. Sir William Browne's gold medals, one of which is given annually to an undergraduate for each of the following subjects, have been adjudged as under:—For the best Greek Ode in imitation of Sappho, J. C. Moss, St. John's College; for the best Latin Ode in imitation of Horace, J. C. Moss, St. John's College; for the best Greek Epigram after the model of the Anthologia, J. C. Moss, St. John's College; for the best Latin Epigram after the model of Martial, H. C. Clarkson, King's College.

At University College last week, Mr. Justice Fry presiding, Mr. Justice Watkin Williams distributed the medals and prize certificates to the successful students in the medical faculty. The gold medals were awarded, in anatomy, to E. Hudson; in physiology, to W. A. Gostling; in chemistry to P. Mukerji; in medicine, to W. C. Wilkinson; in surgery, to C. Stonham; in zoology and comparative anatomy, to A. E. Tovey; and in clinical medicine to C. Stonham. Afterwards Mr. Justice Watkin Williams addressed the students.

THE VOLUNTEERS.

Immediately after the conclusion of the ceremony of trooping the colours last Saturday, the Duke of Cambridge, Field-Marshal Commanding-in-Chief, left the Horse Guards parade ground and, attended by the majority of the staff, rode to the Wellington Barracks, Birdcage-walk, where he inspected the 24th Middlesex (Post Office). The regiment, nearly 700 strong, was under the command of Colonel Du Plat Taylor, assisted by Majors Thompson and Sturgeon, and Captain and Adjutant Kane. A noticeable fact was that not a single man was absent without leave, and the fine appearance of the regiment called forth general expressions of admiration. The men were in full marching order. On arriving on the ground his Royal Highness was received with the usual salute, and he then made an inspection of the ranks. After this the regiment marched past in column of companies, in quarter column, and at the double. The marching of the various companies was extremely good, and the precision with which the lines were kept was generally remarked upon. Having performed the manual and firing exercises, and also the bayonet exercise, the regiment gave a Royal salute, and was then formed up to be addressed by the Duke of Cambridge. His Royal Highness congratulated all ranks upon the very admirable manner in which the various movements had been executed, and concluded by saying that he had never seen a Volunteer corps, or indeed he might say any corps, in better condition, or so well turned out. He then left the ground. The regiment afterwards advanced in line, gave a Royal salute, and then three cheers for the Queen. It may be mentioned that the body of signallers whose services were brought into requisition at the Brighton review was also on parade.

Five brigade field-days of metropolitan Volunteers, numbering altogether about 10,000 of all ranks, were held last Saturday. At Wimbledon, Colonel Sprot, commanding the Kingston sub-district, had over 2000 officers and men under his command, consisting of the 1st, 3rd, 5th, and 7th Surrey, the recruits of the 1st and 3rd Royal Surrey Militia, now out for training, being, as usual, brigaded with the Volunteers. A heavy storm broke over the common and curtailed the movements, which concluded with a march past and three cheers for the Queen.

In Hyde Park the brigade attached to the Coldstream Guards, under Colonel Fitzroy, was formed as follows:—4th Middlesex (West London), 289, Lieut.-Colonel Somers Lewis; London Irish, 590, Lieut.-Colonel Ward; Bloomsbury (G.G.B.), 545, Lieut.-Colonel Richards; Finsbury, 526, Lieut.-Colonel Radcliffe.

Another brigade was also formed up in Hyde Park, under Colonel Moncreiff, Scots Guards, as follows:—Tower Hamlets Brigade, Lieut.-Colonel Mapleson, and 2nd Tower Hamlets, Lieut.-Colonel Sir Fowell Buxton. The two regiments had a muster of about 1000 of all ranks.

In Regent's Park, Colonel Logan, C.B., had six battalions for his brigade—viz., the 3rd Middlesex, North Middlesex, 23rd Middlesex (London and Westminster), Central London Rangers, West Middlesex, and Harrow.

Another brigadefield-day of Volunteers and Militia was held at Merrow Downs, Guildford. In the case of each regiment the musters were good, and the troops showed more steadiness than has been exhibited on previous occasions.

Yesterday week a man who was acting as marker at Wormwood-scrubs during the contest of the Middlesex Rifle Association waved his red flag and stepped from the mantlet just as a volunteer had taken his aim and had his finger on the trigger. Before the officer in command could give the order to cease firing the volunteer pulled his trigger, and the ball from the rifle passed through the marker's body, killing him on the spot, in sight of his son, who was in the next mantlet.

The Metropolitan Commanding Officers of Volunteers have issued an address earnestly appealing to the heads of public departments, banks, and employers of labour to give every facility in their power to enable Volunteers to attend the review at Windsor on July 9.

A memorandum issued to commanding officers of Volunteers by Sir Garnet Wolseley, Quartermaster-General of the Forces, states that he is directed by the Field-Marshal Commanding-in-Chief to inform them that an opportunity will be afforded for a certain number of Rifle Volunteers to drill with the regular troops at Aldershot in August. The battalions or detachments will be selected by his Royal Highness from those corps which, in reply to the letter, signify their desire to join the camp. The period in camp for each corps will be for eight or fifteen days, including days of assembly and dismissal. The dates of joining for the volunteers will be—for corps attending for fifteen days, Aug. 6 and 20; and for corps attending for eight days, Aug. 6, 13, 20, and 27. Battalions will consist of not less than 400 rank and file: detachments of corps will be formed into provisional battalions.

No corps will be allowed to send less than sixty rank and file. The field and medical officers and the quartermasters of battalions formed from detachments of corps will be appointed by his Royal Highness. Only three officers will be allowed per company. The ordinary commissariat rations will be supplied on the scale fixed for the regular troops. Vegetables, groceries, milk, and butter will not be issued, but may be bought at the expense of the men at markets which will be appointed in the vicinity of the camp. Sir Garnet Wolseley requests that every volunteer wishing to attend should state so in writing, adding the number of days for which he can attend.

THE HIGHLAND REGIMENTS.

It has been decided by the War Office Committee that the regiments which are to wear the kilt after July 1, when the new scheme of Army organisation takes effect, are to be the present 42nd and 73rd (which become the Royal Highlanders, Black Watch)—tartan as at present worn by the 42nd; the 72nd and 78th (Seaforth Highlanders)—tartan, the Mackenzie; the 75th and 92nd (Gordon Highlanders)—tartan, the Gordon; the 79th (Queen's Own Cameron Highlanders)—tartan as at present worn by the regiment; and the 91st and 93rd (Sutherland and Argyll Highlanders)—tartan as at present worn by the 93rd.

The following regiments are to wear the trews—namely, the present 1st Foot (now becoming the Lothian Regiment, the Royal Scots), the 21st (Royal Scots Fusiliers), the 26th and 90th (the Scotch Rifles), and the 71st and 74th (the Highland Light Infantry). The latter regiment will wear the tartan now worn by the 71st; the other three are to have one of special pattern—black, blue, and green.

The 25th Regiment (King's Own Borderers), having been finally told off to York, is not to assume the trews, as at one time proposed, but will retain its present uniform.

On Monday morning eleven regiments of Militia, representing about 9000 officers and men, assembled for their annual training at the following places:—Aldershot, Hounslow, Exeter, Warley, Grantham, Landguard Fort, Warwick, Richmond (Yorkshire), Scarborough, and Dunbar. Fourteen regiments were dismissed last Saturday.

The Royal Bucks, the West Kent, the Lancashire Hussars, the West Somerset, and the Berks regiments of Yeomanry cavalry completed their training last Saturday and were dismissed. The regiments to assemble this week are the Hampshire, at Winchester, on Thursday; and the Denbighshire, at Wrexham, on Saturday.

BENEVOLENT OBJECTS.

The twenty-third annual dinner of the Railway Benevolent Institution took place on Wednesday week at Freemasons' Tavern; Mr. M. W. Thompson, chairman of the Midland Railway Company, in the chair. About 200 gentlemen were present. It appears that the income of the institution for the year ending April 30, 1881, was about £22,000. Out of the general fund, in addition to temporary relief, pensions of from £10 to £25 per annum have been granted since the institution was founded, in 1858, to 254 widows and 48 members; and 121 orphan children have been maintained and educated at the expense of the institution. From the casualty fund the number of persons relieved in the last five years is 9129. The chairman, in proposing the toast of the evening, made an earnest appeal for increased donations and subscriptions, and the result of the appeal connected with the anniversary was a contribution of £1500, the largest amount ever raised.

The forty-fifth annual general meeting of the governors of the Metropolitan Free Hospital, which is situated in Commercial-road, Whitechapel, was held on Wednesday week in the school-room of St. Botolph's Church, Bishopsgate, under the presidency of Mr. Joseph Fry, chairman of the committee. During the year 275 in-patients received treatment at the institution, while the number of out-patients relieved was 46,295. The total income was £3983.

Lord Shaftesbury on Thursday week presided at Grosvenor House at the annual meeting of the Metropolitan and National Nursing Association, which was addressed by the Earl of Dalhousie, Canon Nisbet, Mr. W. Rathbone, M.P., the Rev. Dr. Littledale, Viscount Kilcourse, Sir Charles Trevelyan, and other speakers.

On the same day Lord Derby presided at the annual court of Governors of the Consumption Hospital. In moving the adoption of the report his Lordship said that he thought, on the whole, that the position of the institution was not unsatisfactory. It was satisfactory to find, considering the bad times generally, that the subscriptions had increased, and that the income had been maintained. They could not, however, ignore the fact that they were in a rather difficult position as regarded the future, as they needed £10,000 a year more to maintain the new extension building, with its 137 beds. They had thus a great deal more to keep up, and had diminished means with which to do it. They had spent the whole of the large legacy they had received, and quite properly too, for it had been sent them to spend and not to hoard, but they had spent it in such a manner as largely to increase their responsibilities. He was afraid that the delusion referred to in the report was a common one—namely, that the hospital was largely endowed. Every means should be taken to let the public know that this was not the case; but that as the hospital existed for the benefit of the public from them the funds to support it must come. Everything should be done which was possible to increase the amount of the annual subscriptions. Sir Thomas Gladstone seconded the resolution, and said that he could bear testimony to the admirable manner in which the hospital was managed.

The annual meeting of the Infant Orphan Asylum, Wanstead, and the half-yearly election of children, took place on Thursday week at the Cannon-street Hotel; Mr. John Deason (the treasurer) presiding. Last year 626 children had been benefited by the asylum. The annual subscriptions amounted to £7508, the special and election receipts to £692, the life subscriptions to £2296, and the legacies to £3871. The Duke and Duchess of Connaught have promised to be present at the anniversary of the charity, to be held on the 25th of this month.—The Duchess of Connaught will distribute the prizes to the pupils at the British Orphan Asylum, Mackenzie Park, Slough, on Saturday, July 2.

The Lord Mayor presided the same day at the twenty-ninth anniversary festival of the City Orthopaedic Hospital, celebrated by a dinner at Freemasons' Tavern. The subscriptions amounted to close upon £350.

Grosvenor House was thrown open on Thursday week, by the kindness of the Duke of Westminster, to the Metropolitan and National Nursing Association for their annual meeting. The Earl of Shaftesbury presided. The society has for its objects to train and provide a body of skilled nurses to nurse the sick poor at their own homes, and to raise the standard of nursing and the social position of nurses. Resolutions were passed recognising the excellent service done by the association, and promising support in carrying on the work, and

declaring that it was desirable that the association should make arrangements to work with the provident dispensaries.

A special anniversary dinner of the friends of the Industrial Home for Boys was held yesterday week at Willis's Rooms. The home is in Copenhagen-street, Islington, and is designed for boys who have not been convicted under the Industrial Schools Act, but who are destitute, unmanageable, or in danger of falling into crime. The Earl of Jersey presided. The Countess was also present, and was supported by a considerable number of ladies. The hon. secretary, Mr. T. C. Nicholls, announced that £900 had been promised.

The movement begun last autumn in favour of establishing coffee taverns in garrison towns and near camps, for the special convenience of soldiers, has already resulted in the opening of such places of accommodation in Woolwich and Dublin, and at Shorncliffe and Aldershot; and the Council of the Association, of which the Duke of Connaught is president, on Saturday last opened another new establishment of the kind in Buckingham Palace-road, bearing the appropriate sign of "The Guardsman."—The Bishop of Exeter on Monday opened a coffee tavern in one of the principal streets of Exeter. Among those who took part in the proceedings was the Mayor, who, although a brewer, stated he was very glad to see this tavern established.

At Arlington House, by permission of the Marchioness of Salisbury, Mr. Brandram gave on Monday an effective recitation of the drama of "The Wife's Secret," towards the liquidation of the debt of £500 on Mrs. Vicar's Home, Brighton. Princess Christian and the Duchess of Teck were among the audience.

A fancy fair and bazaar was held in the great hall of the Cannon-street Hotel, on Tuesday and the three following days, in aid of the School for the Daughters of Missionaries, now at Walthamstow, but shortly to be removed to their new house at Sevenoaks. The bazaar was opened by the Earl of Shaftesbury. The great hall was fitted up as a Japanese village, and there was a tea-house, where tea was served in correct Japanese style. At dusk the whole was lighted up by Chinese lanterns.

The annual general meeting of the Shipwrecked Fishermen and Mariners' Royal Benevolent Society was held in the Pillar Hall, Cannon-street Hotel, on Wednesday afternoon—the president of the society, the Duke of Marlborough, in the chair.

An amateur dramatic performance in aid of the funds of the London Orphan Asylum, Watford, was held on Thursday at the Royal India Asylum, Ealing.

The Royal Orthopaedic Hospital being greatly in want of funds, some ladies and gentlemen have undertaken to organise on its behalf a musical and theatrical entertainment, to be given this (Saturday) evening at St. George's Hall. There is to be a musical comedietta, a concert, and a one-act comedy.

At the back of Lincoln's-inn-fields, and within a very short distance of the New Law Courts, are large and flourishing Sunday schools connected with St. Giles's Christian Mission, and numbering some 700 little ones. The children are, for the most part, of the poorest class, and are huddled together all the year round in the courts and alleys of Drury-lane and St. Giles's. Once a year it is contrived to give them a day's outing in the green fields and amongst the sweet-smelling flowers. The expense of this summer day's ramble is somewhat considerable, and the kindly help of our readers is solicited. Donations may be forwarded to Mr. W. Chapman, honorary superintendent, 1, Featherstone-buildings, Holborn; to the bankers, Messrs. Barclay, Bevan, and Co., 54, Lombard-street, E.C.; or to G. Hatton, superintendent of St. Giles's Christian Mission, 12, Ampton-place, W.C.

Mr. Alderman and Sheriff Fowler, M.P., has consented to preside upon the occasion of the fifty-fourth anniversary festival of the Licensed Victuallers' Asylum, which will take place at the Alexandra Palace next Thursday, the 9th inst. The institution consists of 170 separate houses.

The Company of Grocers has forwarded a donation of £200 to the funds of St. George's Hospital, Hyde Park-corner.

It is intended to open a seaside branch of the Metropolitan Convalescent Institution on July 1 next. The Convalescent Institution has already homes at Walton and Kingston Hill; and last year the committee received from a gentleman who takes a deep interest in the welfare of his fellow-men the princely sum of £7000, on condition that they would build and maintain a branch by the sea. They at once set themselves to work, and, having succeeded in buying an excellent site at Bexhill, near St. Leonard's, with a commanding sea-view, they have erected, from designs of one of our most eminent architects, a section of a picturesque and convenient building (their seaside fund, though aided by many contributions, not admitting of more being done at present), which, when finished, will be an ornament to the surrounding country. This section, being complete in itself, the committee propose to open for the reception of patients on July 1 next. They are satisfied, however, that the public will never rest content till the designs can be fully carried out; and to this end they appeal for contributions, which will be received by the London Joint-Stock Bank, 69, Pall-mall; Messrs. Drummonds, Charing-cross; Messrs. Hoare, Fleet-street; and by the secretary to the institution, 32, Sackville-street, from whom full particulars as to the privileges of donors and subscribers can be obtained. No payment will be required from patients, whose sole expense will be the reduced fare of 5s. for the railway journey in both directions between London and Bexhill.

THE SCOTCH CHURCHES.

At the General Assembly of the Established Church of Scotland on Monday it was announced that a donation of £1000 to the aged and infirm ministers' fund, and of £500 to the smaller livings scheme of the Church, had been made by Mr. John Walker, of Homelands, Largo, Fife. It was further stated that Mr. Walker is to give £7000 to St. Andrew's University as a memorial of a brother. The Assembly agreed, by 117 to 19 votes, to petition against the Parliamentary Oaths Bill.

At the Free Church General Assembly it was agreed, by a majority of 137 to 45, to petition Parliament that the country is ripe for disestablishment in Scotland, and against any action being taken in connection with the funds until the question is raised whether they ought not to be administered and applied with a view to the good of the community.

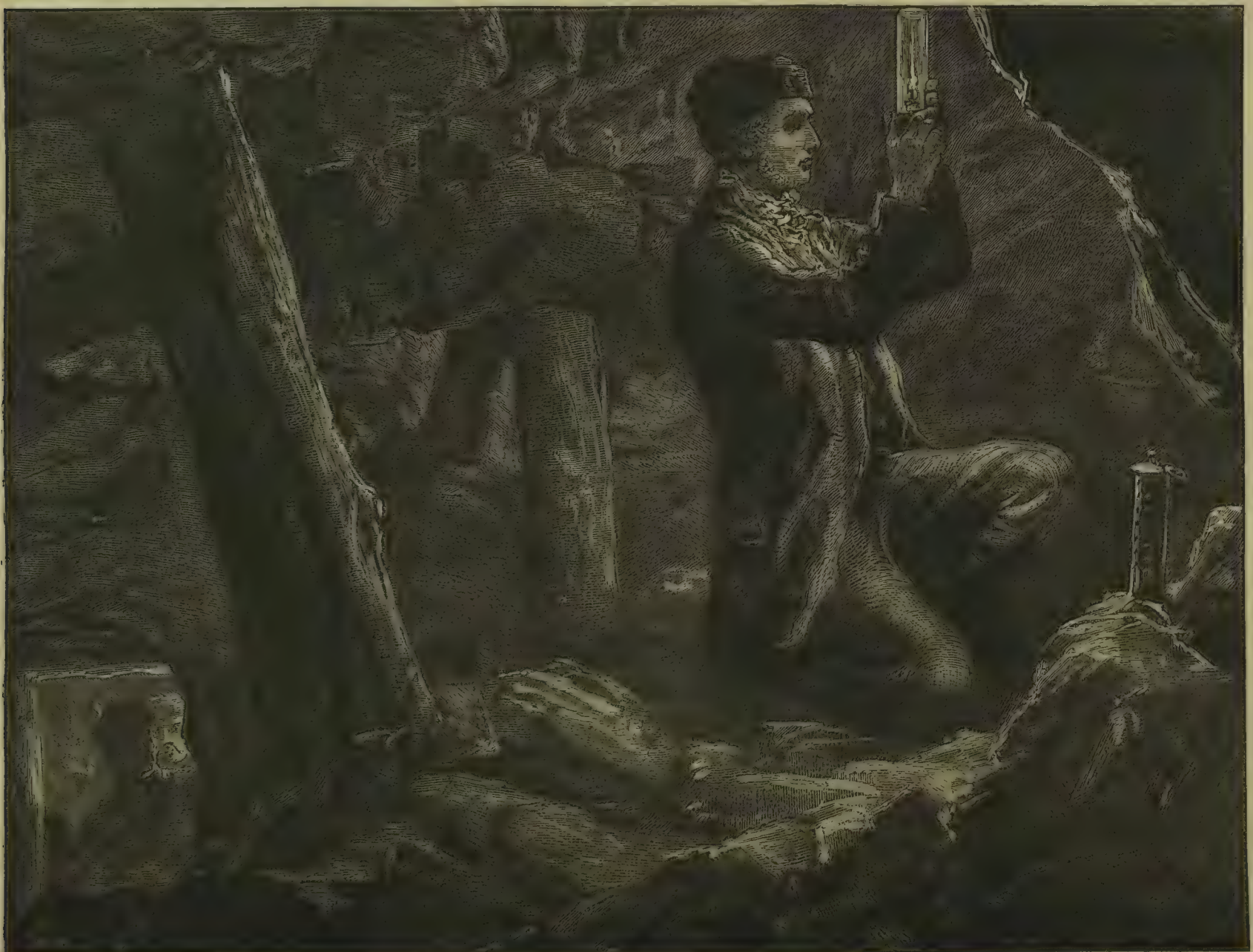
The case of Professor Robertson Smith was brought to a close in the Free Church Assembly on Thursday week. Dr. Adam moved that from the 31st inst. Professor Smith's tenure of his chair should cease, allowing his salary to continue, and leaving it to future assemblies, if need be, to regulate that matter. Professor Bruce moved the rejection of this motion. Professor Smith said he would never consent to eat the bread of the Church which did not permit him to serve it. Dr. Adam's motion was carried by 291 to 231.

The Rev. Dr. Main, ex-Moderator of the Free Church General Assembly, who officiated at the opening of the present sittings of the Court, died last Saturday morning.

GEORGE STEPHENSON, THE FATHER OF RAILWAYS.

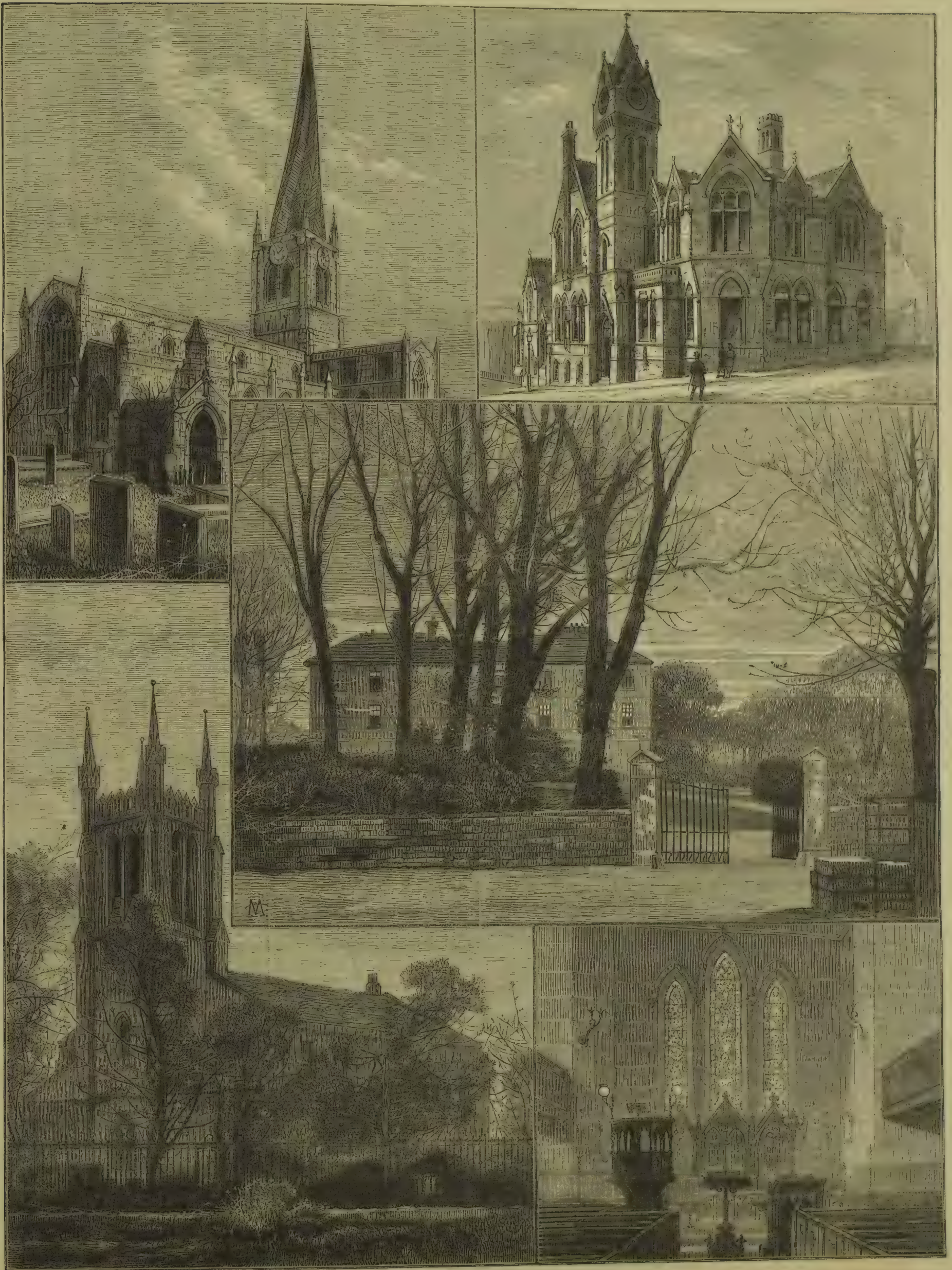


GEORGE STEPHENSON AND HIS WIFE GOING HOME ON THEIR WEDDING DAY.



GEORGE STEPHENSON EXPERIMENTING WITH THE SAFETY LAMP IN A MINE.

GEORGE STEPHENSON, THE FATHER OF RAILWAYS.



CHESTERFIELD OLD CHURCH. TAPTON HALL, CHESTERFIELD, THE RESIDENCE OF GEORGE STEPHENSON. THE STEPHENSON MEMORIAL HALL, CHESTERFIELD.
 HOLY TRINITY CHURCH, CHESTERFIELD, WHERE GEORGE STEPHENSON IS BURIED. INTERIOR OF HOLY TRINITY CHURCH, CHESTERFIELD.

THE MAGAZINES FOR JUNE.

The recent discussions on copyright have apparently provoked an anonymous writer in the *Cornhill* to admonish English authors that "on the whole," as Mr. Carlyle would have said, they are thinking too much of Mammon, and that "they may as well take it for granted at once that they must generally make the choice between aiming at pay and aiming at real excellence." This is true, but may elicit the reply that it would be a waste of pains to aim at what you cannot hit. "The Romance of a Wayside Weed" is an ingenious and entertaining attempt to explain the restricted local occurrence of some English wild flowers by geological causes. It suggests the inquiry whether many others as yet not acclimatised might not be introduced and systematically fostered in districts adapted to them. "Among the Dictionaries" is a very amusing account of some of the quaint productions of the infancy of lexicography. Mr. Symonds's sketches of Italian travel are picturesque, and "Love and Pain" is a successful poetical exercise in the style of Christina Rossetti. "A Grape from a Thorn" continues bright and buoyant, although the situation is becoming more serious; while the companion tale, "Love the Debt," relies chiefly upon the graphic power evinced in depicting disagreeable persons and situations.

The most important paper in *Macmillan* is Mr. Bence Jones's statement of the improving Irish landlord's case against the Land Bill, which may be profitably studied even by those who are convinced that legislation is a necessity. "The Portrait of a Lady" is more interesting than usual this month, and Archbishop Trench's "Timoleon" is a good specimen of the Tennysonian monologue. Mr. Sichel has a good subject in the "Wit and Humour of Lord Beaconsfield," but he rather overdoes his part, quoting too frequently, emphasising too much, and giving himself the air of an advocate conscious of a weak case when, in fact, he has a strong one.

The *Nineteenth Century* has numerous interesting contributions, although none of extraordinary mark. Mr. Arnold-Forster criticises Sir Garnet Wolseley's defence of the short-service system, Mr. Romanes collects some of the most remarkable instances of the intelligence of ants, and the Governor of the Bank of England argues in favour of bi-metalism. Mr. F. H. Myers's estimate of M. Renan is favourable to the extent of omitting all notice of that taste for the picturesque and idyllic, the result of whose operation on M. Renan's mind is sometimes hardly to be distinguished from the effects of commonplace credulity. With much grace and appropriateness, Sir Henry Taylor comes forward to pour oil on the troubled waters of the Carlyle controversy, and we have no doubt that his discriminating and charitable view will ultimately prevail, so far as Mr. Carlyle's memory is concerned. Mr. Froude's position is unaffected by anything in his paper. His notes of Wordsworth and Coleridge's conversation are so interesting that it is a double pity that they should be so scanty. Mr. Shaw-Lefevre contributes a powerful reply to the Duke of Argyll on the Irish land question. Mr. Matthew Arnold, writing on the same subject, brings it round with surprising ingenuity to his favourite theme of the educational deficiencies of the English middle class. He quotes "David Copperfield" so freely that it is astonishing how the analogy to Mr. Dick and the head of Charles the First escaped him. It is equally surprising that he should imagine Mr. Baring-Gould to be dead. Mr. Vance Smith's article on the Revised New Testament will attract attention as the judgment of one of the revisers themselves, while it is worthy of remark that he raises the same complaint respecting needless meddling in things indifferent which has so generally been heard from the unlearned public.

The "Private Secretary" continues to be the leading attraction of *Blackwood*, which is, nevertheless, rich in miscellaneous papers, individual in character and subject. The first of a series of papers on Egyptian travel hardly seems at first sight one of this group, but the freshness of the style imparts an air of novelty to a well-worn subject. The subject of the present instalment is "The Arsinoite Nome." Beolco, the typical representative of Italian *patois* comedy, is a more original subject, very agreeably treated; and "The Cruise of the Coya" is a most picturesque description of a voyage among the Norfolk sounds and broads. "Mattie, the History of an Evening," is a pretty little domestic story. Mr. Logie Robertson has been to Norway, and seen

A countless herd of hills
Tossing their shining muzzles in the sun.

The most remarkable contribution to *Temple Bar* is a budget of anecdotes of Lord Stratford de Redcliffe at the time of the Crimean War, narrated by one of his attachés, and for the most part highly characteristic of the sagacious and imperious Elchi. There is a good sketch of Richelieu, and an amusing little tale entitled "Mere Chatter."

Scribner commences a promising new fiction by Mr. Howells, "A Fearful Responsibility," while appealing to English readers by a magnificent portrait of Lord Beaconsfield, and to American by an engraving of the New York sculptor Saint Gaudens's statue of Admiral Farragut, one of the rare modern examples which every now and then prove that the secret of portrait-sculpture is not wholly lost. It is worthy, we will not say of Michael Angelo, but of his age. Among the more conspicuous of the other contributions are a notice of the French painter Bastien Le Page, and a copiously illustrated account of the very important industry of catching and "canning" lobsters on the coast of Maine. *Harper's Magazine* has descriptive papers on the White Mountains and Lisbon, both exquisitely illustrated; a sketch of Mr. Edwin Booth, with a fine portrait; and a narrative poem of singular power and pathos, interspersed with genuine humour, entitled "The First Settler's Story." The best contributions to a somewhat inferior number of the *Atlantic Monthly* are "A Spring Opening," a beautiful prose idyll by Miss Edith Thomas; a lively description of the Norwegian capital, Bergen; and an investigation, by J. C. Ropes, of the causes of Napoleon's overthrow at Waterloo. Differing from most recent historians, Mr. Ropes throws the blame upon Grouchy. The principal point against him seems to be his concealment of an order received from Napoleon the day before the battle, the authenticity of which seems unquestionable. A good essay on French tragedy, by Mr. Grant White, is disfigured by a host of misprints.

Chief among Messrs. Cassell, Petter, and Galpin's numerous and excellent periodicals are their *Magazine of Art*, *Picturesque America*, *British Ballads*, *Family Magazine*, *Old and New London*, *Old and New Edinburgh*, *Technical Educator*, *Science for All*, *Familiar Wild Flowers*, *Cookery*, *Book of the Dog*, and *Royal Shakspeare*.

Other magazines received later will be noticed next week.

Mr. Abernethy, President of the Institution of Civil Engineers, and Mrs. Abernethy issued numerous invitations for a conversation yesterday (Friday) at the South Kensington Museum.

"LEAFY JUNE."

To none of the seasons have the poets so amorously tuned their lyres as to the fresh young Spring, the season of the primrose and the violet, of the swallow and the cuckoo, of the early verdure in our lanes and meadows. And cold and insensate must be the heart that responds not to the song of the poets, whom the birds and flowers and green lanes of Spring thrill not with tenderest emotions. But, in this island home of ours, there is, unhappily, an unpleasant frequency of easterly and north-easterly winds, not only in proverbially breezy March, but in April and even in "flowery" May; winds which make us still pile the fuel on our hearths and cling to our winter clothing; unkindly blasts which, though they cannot daunt the hearts of the little feathered folk or the sweet spring flowers, do their utmost to hinder the tender buds on the trees from bursting into leaf. But though the churlish east winds have sometimes the effrontery, as in the present year, to rob the "merry month of May" of half its charms, they cover guilty and abashed before the warm, genial face of June, and, with sundry maledictory moans, steal off no one cares whither.

With all due respect for the poets, and not unmindful of, nor ungrateful to, the sweet flowers and birds that inspired us with hope all through the long months of spring—it is summer, and more especially the opening month of summer, that calls forth our deepest love. At last, all the trees, even the oaks and beeches, are in full leaf, and everywhere there is brightest verdure: the fresh verdure of early summer, a verdure as yet untouched by aught that defiles. The lanes which have been green for weeks past, are now green overhead, as well as at our feet and in the hedgerows; for the spreading oaks and elms that rise from their grassy banks no longer let in the sunbeams through gaping branches. The meadows are fast getting ready for the mowers. The corn-fields show no trace of the ploughman's winter work, not a speck of earth being visible amongst the bright green blades of wheat and oats and barley. Above all, the woodlands—copse, dell, thicket, park, and forest—are bathed in a mass of foliage with greens of every tint.

Delightful, lovely June!—who would not now be free as the winged choristers that make glad thy leafy bowers!—free to roam beneath the greenwood trees, now down peaceful woodland glades, now straying amongst the undergrowth wherever is the faintest semblance of a pathway, now losing ourselves amid deep imbosomed thickets, and now emerging upon the banks of a rippling stream, or into a lane whence come wafts of sweetest incense from the wild June roses. Ah, and the hedges are scented not only by the sweet wild rose: a delightful fragrance comes stealing down the lanesides from the trailing woodbine and the perfumed snow of the hawthorn. The May-blossom should, of course, have bloomed last month, but the blustering winds which, whistling through half-clad shivering boughs, entertained us all through the spring with their discordant shrieks, have made the "may" this year a June rather than a May blossom.

Very pleasant are the perfumed, fresh green lanes of June; but nowhere is the dawning Summer more charmingly refreshing than in the woodlands. We loved to saunter through the woods in April and in May, when primroses, anemones, and bluebells carpeted the mossy soil, and while the trees were slowly robing themselves in most delicate verdure; but far more do we love them now that warm-hearted June has put on those last finishing touches that make the woodland picture one of unrivalled beauty. We could not be quite satisfied with our sylvan scenery until the ash, beech, and oak had unfolded their leaves, and, by their rich contrasts of form and colour, added the requisite blending to the trees already in leaf, the vast army of elms, chestnuts, birches, maples, sycamores, limes, alders, poplars, and the numberless varieties of willow. At last the lordly oak has "spread its amber leaves out in the sunny sheen:" at last! But how long and weary has been the waiting! Weeks after the elms in surrounding woods had put on their summer verdure, that grand old lonely oak in yonder bit of meadow, reflected in that mantling pool branches as bare almost as in icy winter. How we have pitied thee, thou majestic relic of the past!—

whose wrinkled trunk hath stood
Age after age, the sovereign of the wood:
You, who have seen a thousand springs unfold
Their ravell'd buds, and dip their flowers in gold.

However, our pity was uncalled for; for now thou art green and fresh as any of the trees in that forest behind thee. Let us retire to that rising knoll yonder, and—a gently-sloping vale between us and the woods—gaze for a moment on this haunt of the Dryads. Could anything be more fair than that stretch of woodland, as the soft splendour of an afternoon sun bathes its wealth of foliage in a quivering mass of light and shade? How charmingly the bright vivid green of those elms, which have the light beating full upon them, blend with the softened tints upon those beeches behind; indeed, all along that leafy belt of verdure, how exquisite are the contrasts of colour, of light and shade, according as the parts advance or retire from the rest of the woodland.

In distant landscape the woods are always beautiful in Summer and Autumn. But in fresh and balmy June, they will bear the closest scrutiny, for not only every tree but each individual leaf is spotlessly fair. The rich bright green of the beech's smooth, soft, silky leaves; the darker green of the elm-leaves, not smooth like the beech, but serrated and delicately embossed; the pale pinnate leaves and "keys" of the light, graceful ash; the various tinted foliage and pretty catkins of the sycamore; the olive-green of the boldly indented oak-leaves; the gay blossoms and large palmated foliage of the horse-chestnut; the tiny, trembling leaves of the birch—"the lady of the woods"—and the equally light and quivering foliage of "the poplar that with silver lines his leaf." How beautiful and how diversified is the foliage of these eminently English trees, to say nothing of the maple, plane, lime, walnut, hornbeam, Spanish chestnut, and whitebeam, or of the willows and the rest of the aquatic species.

In this leafy month Nature does, indeed, her best to compensate us for the deficiencies of our insular climate. There is positive luxury now in walking through the meadows and scented lanes; but in the woodlands—so far as England is concerned—it is the very carnival of Nature. Here it is lightness of foliage, there the poisoning of a tree, that charms us; now it is the motion of the trees, the waving heads of some, the undulation of others; or again, the impenetrable shade of a beech or sycamore. "No tree in all the grove, but has its charms"—whether it be an ash hanging from the outskirts of a wood, its loose pendant foliage serving as a foil against the general denseness—or some stately chestnut, whose spreading branches feather to the ground—or the elm, which is perhaps best adapted of all the forest trees for receiving grand masses of light—or the birch, with its pensive spray waving to and fro in every little puff of air—or, on some rush-fringed bank, trailing its weeping foliage in a limpid stream, the willow. Even the cedar, with his shadowing shroud, and the dark perennial firs and pines, partake of the prevailing freshness of the month, being now enlivened and enriched by new shoots and cones.

Indeed, wherever there are greenwood trees, Nature smiles

upon us in her freshest, tenderest mood—but smiles freshest and greenest of all in those innermost recesses of the Dryads' haunts, where there are no beaten paths, where the wood-nymphs (unless they be an idle myth!) are serenaded by nightingale and blackcap; shady retreats where the tempting rind of the beech's smooth green trunk, betrays no love-sick Orlando or desperate Damon; where that brilliant butterfly, the "purple emperor," above the topmost branches of the hoary oak, soars in unfettered liberty, and where, down below on the mossy soil, lilies of the valley meekly raise their snow-white bells, diffusing through the woodland air a fragrance that should satisfy the daintiest Dryad of them all.

ROYAL INSTITUTION LECTURES.

CHEMICAL ACTION OF LIGHT.

Professor Dewar, M.A., F.R.S., in his lecture on Modern Researches relating to the Non-Metallic Elements, given on Tuesday, May 24, began with experiments showing how the density of iodine vapour may be accurately determined at high temperatures, and how the temperature also may be ascertained at the same time. He also referred to the application of this method to the vapours of cadmium, potassium, sodium, and various salts. The changes in the molecular constitution of bodies by pressure at various temperatures were described as very remarkable. The chemical effects of light upon the salts of silver, especially the combinations of the metal with chlorine, bromine, and iodine, were next illustrated. By combination with hydrogen, chlorine formed hydrochloric or muriatic acid; hydrogen burnt in chlorine quietly with a pale flame; but when a beam of the electric light was projected upon a glass bulb containing a mixture of the gases, a violent explosion ensued. It was demonstrated that this power is specially possessed by the violet rays of the spectrum, and the effect of the radiant energy upon the molecular constitution of chlorine was especially noticed in relation to the dissociation of the element into two similar parts. The intimate connection of this action with electricity was pointed out. An account was next given of some of the recent advances in the processes of photography, with elucidatory experiments; and an almost instantaneous photograph was taken of a beautiful spectrum. The very advantageous application of these processes in recording the results of experiments in the laboratory was especially noticed. The latter part of the lecture was devoted to illustrative explanations of the laws relating to the gaseous state of matter, which are invariable under ordinary conditions, but which have been proved to be liable to variations under different pressures at various temperatures, as shown by the researches of Regnault and Faraday, and more recently by those of Andrews, Mendelejeff, and Amagat.

ROTATORY MAGNETISM—MAGNETO-ELECTRICITY.

Professor Tyndall in his fifth lecture, given on Thursday, May 26, resumed his experimental illustrations of the phenomena connected with induced currents, and explained how Faraday, their discoverer, by his study of them, was enabled to solve what had been long a scientific enigma. In 1824 Arago observed that a disk of copper, a non-magnetic metal, possessed the power of bringing to rest a vibrating magnetic needle suspended over it, and of causing it to rotate when the disk was rotated. When both were at rest, there was neither attraction nor repulsion. The same results were produced by the disk and a large suspended magnet. Arago wisely suggested no theory; but Faraday demonstrated that the effects were entirely due to the rotating disk cutting the earth's magnetic lines of force. Professor Tyndall, after giving further explanatory illustrations, described how Faraday's continued researches culminated in the enunciation of a totally new branch of science—magneto-electricity. He placed a bar of iron in a coil of wire, and, lifting the bar in the direction of a magnetic dipping needle, he excited by this action an electric current in the coil: on reversing the bar a current in the opposite direction rushed through the wire. Eventually he conclusively proved that the phenomena were entirely due to the intersection of the earth's lines of force. He soon obtained an electric spark from a magnet coiled round with an insulated copper wire; and the spark was produced whenever the circuit of the surrounding wire was made or broken. Thus, by the mere motion of a magnet, without any machine or battery, electric currents, with all their attendant phenomena, were easily produced. How these results are magnified, by means of induced currents in the powerful induction-coils of Ruhmkorff and others, was fully explained by Professor Tyndall in some detail; and the distinction between the positive and negative currents was beautifully shown by electric light.

INDIGO AND ITS ARTIFICIAL PRODUCTION.

Professor H. E. Roscoe, F.R.S., President of the Chemical Society, gave the Friday evening discourse on May 27. On April 1, 1870, he described and illustrated the artificial production of alizarine, the colouring matter of madder, which had proved a great commercial success, and now the synthesis of indigo had been accomplished by Professor Adolf Bayer, of Munich, another eminent example of the highly profitable results of the study of the profound problems of organic chemistry. After referring to the use of indigo as a dye by the Egyptians and other ancient nations, he stated that the European indigo plant, the woad (*isatis tinctoria*) had been gradually superseded by various species of *indigofera*, natives of India; and alluded to the processes now employed for using it in Bengal as closely resembling those described by Pliny and Dioscorides. Particulars were then given respecting the chemistry of indigo, which is a blue powder, insoluble in water, alkalies, alcohol, and most common liquids, but which, by combination with hydrogen, is transformed into indigo white. This rapidly absorbs oxygen from the atmosphere in dyeing, and thus passes into the blue insoluble indigo, which, being held in the fibre of the cloth, gives it a permanent blue dye, as was shown by experiments. With regard to the origin of indigo in the leaves of the plant, Schunck has proved that they contain neither indigo blue nor white, but a colourless principle termed "indican," which is readily, by chemical agency, transformed into indigo. The Professor then illustrated the analytical processes by which an accurate knowledge of the structure and relations of indigo had been obtained, and afterwards showed by experiments how the dye had been reproduced by building it up from its constituents, existing in toluine, a product of coal tar. For this result we are indebted to the continued laborious researches of Fritzsche (1840), Kekulé, Claissen, and Shadwell, but most especially to Bayer. Dr. Caro, by his invention of a manufacturing process, has brought the production of artificial indigo within a measurable distance of commercial success. The perfect identity of the properties of the two indigos was conclusively shown by experiments, exhibited by the electric light; in fact, the new product has some peculiar advantages. Improvements upon the present crude modes of preparing the old indigo may be made, which, together with its present superior cheapness, may for a time cause it to maintain its position. In conclusion, Professor Roscoe stated that England largely

exports to Germany the cheap raw materials, and imports thence the highly valuable coal tar colours, and thereby loses the immense profit incident to the manufacture. This he attributed partly to the employment in Germany of well-paid scientific chemists to superintend and improve the processes, and partly to our patent laws.

LERMONTOFF.

Professor C. E. Turner began his second lecture on the Great Modern Writers of Russia, on Saturday last, May 28, with a sketch of the poet's life, in the course of which he particularly noticed the important influence of the Caucasus on Russian literature. Mikhail Lermontoff was born on Oct. 3, 1814. His mother, who was of noble birth, and who married beneath her rank, died when he was very young; and he was reared in seclusion from his father. How he felt this separation from his father is shown in his early poetry. Whilst very young he began to study English literature, and soon became an intense admirer of Byron and Scott. Though Byron's influence is manifest in all Lermontoff's works, especially in the "Demon" and "Mtzierie," it is an exaggeration to style him "le singe de Byron," as one critic has done. He was expelled from the University of Moscow in consequence of having taken part in a student demonstration against one of the professors, and was thus forced into a military career. His "Lines on the Death of Poushkin" also gave great offence at Court, and he was accordingly arrested and exiled to the Caucasus. While there he wrote his glorious pathetic "Ballad of Ivan Vasilievitch the Tsar, his Young Trooper, and the Bold Merchant Kalaschnikoff." Of this ballad the Professor gave a detailed analysis, with numerous extracts, in order to show how completely it expresses the spirit and form of Russian life in the age of Ivan. In 1840 Lermontoff was again exiled for fighting a duel with Barante, a son of the French Ambassador; and soon after his return took up a permanent residence at Piatogorsk, in the Caucasus. His acquaintance with Mdlle. Verzielina caused a quarrel with Major Martienoff, one of the lady's admirers, and led to the fatal encounter on July 15, 1840, in which Lermontoff, only in his thirty-seventh year, was mortally wounded. In reviewing the poem entitled "Mtzierie," a Georgian word signifying a novice, Professor Turner cited a very powerful passage, in which the Circassian youth describes his successful conflict with a wild panther. In conclusion, he briefly referred to Lermontoff's prose story, "A Hero of Our Days," which has been translated into French and English.

Professor Henry Morley will, on Tuesday next, the 7th inst., give a lecture on Thomas Carlyle; on Friday evening next Professor Dewar will give a discourse on the Origin and Identity of Spectra; Professor Turner's two lectures on Thursday and Saturday on the Russian Writers Tourgenieff and Nekrasoff will close the season.

OBITUARY.

MAJOR MALAN.

Major Charles Hamilton Malan died recently at Stanhope-gardens. He was born Aug. 19, 1837, was educated at Sandhurst, and in 1854 entered the 7th Royal Fusiliers, with which regiment he proceeded to the Crimea. In the assault on the Redan he was severely wounded, and shortly after returned home. In India, in 1857, he exchanged to the 75th Regiment, and in 1866 went to Canada as A.D.C. to Sir David Russell. At Singapore he commanded a wing of his regiment, and in 1871, having retired from the Army, devoted himself to mission work in Africa. Major Malan married, first, Miss Marryat, daughter of Lieutenant-Colonel Marryat; and, secondly, a daughter of Mr. Thomas Monck Mason, of Dublin.

MAJOR FERGUSON-HOME.

John Hutcheson Ferguson-Home, of Bassendean, in the county of Berwick, J.P. and D.L., Major in the Army, late 33rd Regiment B.N.L., died on the 27th ult. He was eldest son of the late Mr. James Fergusson, of Crosshill, Ayrshire, Principal Clerk of Session, and assumed the additional surname and arms of Home in 1860, on succeeding his maternal uncle, Lieutenant-General John Home Home, Lieutenant-Governor and Commander-in-Chief of Nova Scotia. Major Ferguson-Home served in the Cabul and Sutej campaigns, for which he had medals and clasps. He married, first, 1851, Jane-Anne, daughter of Mr. James Walker, of Dalry, Advocate; and, secondly, 1861, Dorothea, daughter of Mr. Hugh Veitch, of Stuartfield. The Homes of Bassendean are a branch of the noble family of Home.

We have also to record the deaths of—

Captain J. G. Boileau, R.N., on the 24th ult., at Carnarvon, aged fifty-four.

Count Eugène Gustave Francis Guidoboni Visconti, Commander R.N., on the 25th ult., aged fifty-one.

Mr. Henry Pease, the late M.P. for Durham, from heart disease, at his residence in Finsbury-square, on the 30th ult.

The Hon. Mrs. Poméroy (Elizabeth), widow of the Hon. Henry Poméroy (fourth son of John, fourth Viscount Harbington), on the 26th ult., at Lansdown Parade, Cheltenham, aged seventy-one. She was third daughter of the Rev. Robert Holt Truell, D.D., of Clonmannon, in the county of Wicklow.

Lady Hill, the widow of the late Sir Rowland Hill (whom she survived about two years), on the 27th ult., at her residence, at Hampstead, in her eighty-fifth year. She was the eldest daughter of the late Mr. Joseph Pearson, of Graisle House, near Wolverhampton.

Mr. William Walter Raleigh Kerr, formerly Auditor-General at, and subsequently Treasurer of, the Mauritius, on the 26th ult., at Vale House, Jersey. Born in 1809, the eldest son of Major-General Lord Robert Kerr, and grandson of William John, fifth Marquis of Lothian, K.T., he married, in 1850, Mary Rouet, daughter of James Wilson, Chief Judge at the Mauritius, and leaves four sons and two daughters.

The Rev. William Wheeler Webb-Bowen, on the 24th ult., at the Vicarage, Camrose, Pembrokeshire, in his seventy-eighth year. He was third son of Mr. Hugh Webb-Bowen, of Camrose, by Emma, his wife, daughter of Mr. Thomas Ince, of Stoneydale, Cheshire, was born Nov. 7, 1803, and was twice married; first, to Mary Grace Josephine Von Burr, daughter of the Rev. Joseph Fortune; and, secondly, to Olivia, daughter of Captain Charles Duffin, H.E.I.C.S.

Mr. Henry Limbrey Toll, J.P., on the 20th ult., at Manor House, Strete, Dartmouth, aged fifty-two. He was only son of the late Mr. Henry Limbrey Toll, of Perridge House, Devon, J.P. and D.L., by Anne, his wife, eldest daughter of Mr. Walter Vavasour, of Heath, in the county of York, and married, Oct. 4, 1855, Louisa Frances, only daughter of Captain William Brampton Burne, by whom he leaves a son and heir, Henry Limbrey, and other issue.

The opening of the Bath and West-of-England Agricultural Society show by the Marquis of Abergavenny, the president, will take place on Monday next. The Prince of Wales, as patron of the society, will visit the show on Tuesday.

CHESS.

TO CORRESPONDENTS.

All communications relating to this department of the Paper should be addressed to the Editor, and have the word "Chess" written on the envelope.

Dr. S. G. (Vienna).—We are obliged for the specimen problems from your forthcoming book, and shall take an early opportunity of publishing one of them.

J. A. S. (Stockholm).—There was a chess primer in the French language, called the "ABC des Echecs," published some years ago by Preti and Son, 72, Rue St. Saver, Paris.

Alma.—Your prediction that No. 1944 would prove a trap to solvers has been verified by the event. See note at the end of the correspondence.

Dr. F. St. (Blandford-square).—You shall have a report on your problems, including the last one, very shortly.

Sparrow.—Look at No. 1944 again. The discovery of the solution will repay the labour of examination.

D. S. (Brixton).—(1) The London Chess Club, Montpelier Hotel, Newgate-street. (2) The Chessplayers' Chronicle, 21, Great Queen-street; and the British Chess Magazine, Dean and Son, Fleet-street.

INVALID ARCHITECT.—We regret we have not space for the illustration, but we shall direct attention to your suggestion for solitary chess next week.

F. J. (Coventry).—Thanks for the second problem.

J. W. (Melbourne).—We have much pleasure in publishing so good a specimen of an Australian problem composition as appears below. Your inquiries have been answered through the post.

CORRECT SOLUTIONS OF PROBLEMS Nos. 1940 and 1941 received from Va (U.S.).

CORRECT SOLUTIONS OF PROBLEM No. 1942 received from Alfred Rowley, Birkbeck Chess Class, James Atkinson, and F. Johnston.

CORRECT SOLUTIONS OF PROBLEM No. 1943 received from W. J. Eggleston, C. Edmundson (North Shields), Birkbeck Chess Class, Espanol, James Atkinson, F. W. Humphries, H. J. Grant, A. Chapman, Pilgrim, Leslie Lachlan, and F. Johnston.

CORRECT SOLUTIONS OF PROBLEM No. 1944 received from H. B. Dr. P. St. Sudbury (Suffolk), D. W. (Guernsey), Birkbeck Chess Class, F. Johnston, An Old Hand, R. T. Kemp, S. Loundes, L. Sharswood, E. Sharswood, H. Blacklock, Ben Nevis, B. Elsbury, D. Templeton, Jupiter Junior, C. Oswald, T. Greenbank, N. S. Harris, M. O'Halloran, L. Falcon (Antwerp), A. M. Colborne, D. W. Kell, W. Hillier, A. Harper, O. S. Coxo, Hereward, R. Jessop, Otto Fulder, C. Darragh, L. L. Greenaway, B. Tweddell, B. L. Dyke, W. Warren, R. Ingersoll, Lulu, F. Ferris, Joseph Ainsworth, A. Karberg (Hamburg), Elsie, F. G. Parsloe, W. J. Rudman, Nerina, Cant, R. H. Brooks, E. Louden, and R. Gray.

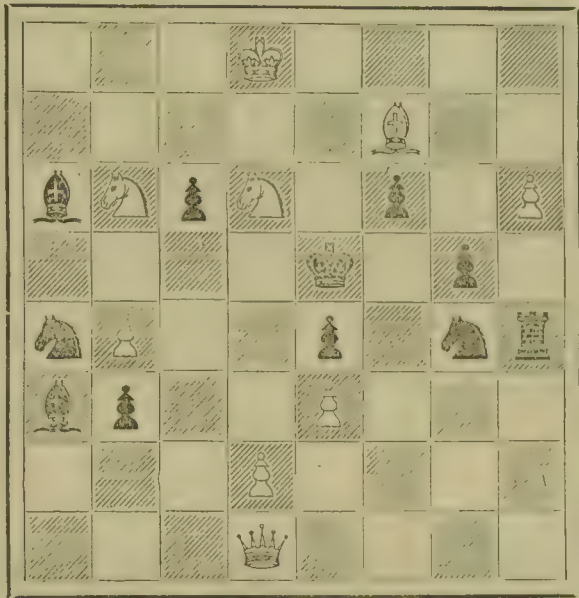
NOTE.—We have received a large number of proposed solutions of this problem commencing 1. B to R 4th and 1. B to K 8th, but no solution can be effected by either of these lines of play. The answer to 1. B to R 4th is 1. P to Kt 4th, and should White then check with the Knight, the Black King escapes by moving to Q B 3rd. 1. B to K 8th is met by 1. P Queens, and should White, in this variation, continue with 2. Q to R 6th (ch), then 2. P to Q Kt 5th, postpones the mate until the fourth move.

SOLUTION OF PROBLEM No. 1943.

WHITE. BLACK.
1. Q to K B 8th K to Q 4th*
2. Q to B 6th K to B 4th
3. R to Kt 5th, Mate.

*If Black play 1. K to K 4th, then 2. R to Kt 5th (ch), mating next move with Q or B accordingly.

PROBLEM No. 1946. By F. K. ESLING (Melbourne). BLACK.



WHITE.
White to play, and mate in three moves.

The following curious Game is extracted from the first number of *Drentano's Chess Monthly*. It was played, about eight years ago, between Mr. A. P. BARNES, giving the odds of Q R and Q Kt, and Mr. J., of New Jersey. It will be seen that a Pawn is Queened before the player has a lost a piece, and that Black's force at the termination of the game is greater than it was at the beginning.

(Danish Gambit.)

WHITE (Mr. B.) BLACK (Mr. J.)
1. P to K 4th P to K 4th
2. P to Q 4th P takes P
3. P to Q B 3rd P takes P
4. B to Q B 4th Kt to Q B 3rd
5. P to Q R 3rd Q Kt to K 2nd
6. Kt to B 3rd P to Q R 3rd
7. Castles P to Q Kt 4th
8. B to R 2nd P to Q B 3rd
9. Kt to Kt 5th Kt to R 3rd
10. Q to Kt 3rd Q to R 4th
11. R to K sq P takes P

The play of the receiver of R and Kt odds is, of course, not worth comment; but for the benefit of our younger readers we remark that on White's 11th move he cannot take the R on Q sq, but must play it there at once, lest, by accident, Black should spoil his plans. By passing it on K sq first, he provides Black with something to play for, which will not interfere with his intentions.

White announced mate in three moves.

Our problem this week, a fair specimen of the skill of Australian composers, has been forwarded to us by Mr. John Wisker, who, before he left us for the Antipodes, was the champion of England. Mr. Wisker is now conducting the chess department of the *Australasian* in Melbourne.

The return match between the Oxford City and Oxford University Chess Clubs was played on Friday last. There were thirteen players a side, and the citizens again scored a victory, but by no means a hollow one. The score was 12½ to 11½.

In the Melbourne *Australasian* of April 9 last we observed a notice to a correspondent of that paper advising him to apply to the *Illustrated London News* for the date of the first problem tourney; and as such a point cannot fail to interest the present generation of chess amateurs, we purpose giving the required information without waiting to be asked for it. The idea of a problem tourney was first broached by the late Mr. Staunton, who, in 1850, proposed that one should be arranged in connection with the London Congress of the following year; but the proposal, like many other good intentions associated with the meeting of 1851, met with but faint support. The project was, however, subsequently advocated and discussed in the chess press from time to time; and at length, early in 1854, a competition, open to all nations, was announced. The international character of the tourney was not maintained, owing to the refusal of foreign composers to pay an entrance fee; and it was consequently limited to English problem-makers. Each competitor was required to pay an entrance fee of a guinea, to contribute eight problems, from which the judges were to select the best three, and the composer of the best and second best sets of three were to receive the prizes. These, consisting of a set of ivory chess pieces for the first, and a handsome chess-board for the second, were awarded, in August, 1851, to Mr. W. Grimshaw and Mr. Silas Angus, in the order named. The winner of the first prize is still, as he was twenty-seven years ago, a valued contributor to this column; but Mr. Angus has been dead some years. To complete this brief notice of the first problem tourney, we give here the best problems from the winning sets:—

First prize in the first problem tourney:—

White: K at Q Kt 4th; Q at Q Kt sq; R at Q 8th; K's at Q 3rd and 5th; B's at K 5th and 6th; Pawn at K 3rd. (Eight pieces.)
Black: K at K R 2nd; Q at Q R 8th; R's at K R 4th and 7th; Kt at K Kt 6th; B at Q B sq; Pawns at K R 3rd, K Kt 2nd and 4th, Q 2nd, Q Kt 3rd and 7th. (Twelve pieces.)

White to play, and mate in four moves.

Second prize in the first problem tourney:—

White: K at Q Kt 2nd; B's at K 7th and Q Kt 4th; Kt at Q R 5th; B at Q R 3rd; Pawns at Q Kt 6th, Q B 3rd, and K 3rd. (Eight pieces.)
Black: K at Q B 4th; R at Q Kt square; Kt at K 7th; B's at K 4th and Q R 7th; Pawns at Q Kt 2nd, Q B 3rd, and Q 5th. (Eight pieces.)

White to play, and mate in six moves.

We commend these fine chess studies to our readers. They belong to an almost forgotten school of problem composition, and are hard nuts to crack, but they are conceived in the true spirit of chess strategy. Any solutions received will be acknowledged in the usual way.

WILLS AND BEQUESTS.

The will (dated Aug. 8, 1872) of Augusta Maria, Countess of Carysfort, widow of Granville Leveson, the fourth Earl, late of No. 13, Grosvenor-crescent, Belgrave-square, who died on March 24 last, was proved on the 9th ult. by the Right Hon. William, Earl of Listowell, the brother, and William John Guthrie Loudon, the executors, the personal estate being sworn under £70,000. The testatrix bequeaths upon trust for her sisters-in-law, Lady Claud Hamilton and Lady Theodosia Baillie, £15,000 each; upon trust for her sister, Lady Adela Larking, £8000; to her brother the Hon. Hugh Henry Hare, £7000; to her brothers the Hon. Ralph Hare and the Hon. Richard Hare, £6000 each; and there are other pecuniary legacies to her sisters, nieces, &c., and some specific gifts of jewellery, including her diamond tiara, to Lady Claud Hamilton for life, and then to go as a heirloom with the Carysfort estates. The residue of her property she leaves to her sister, Lady Adela Larking, and her brothers, Hugh Henry, Ralph, and Richard.

The will (dated April 28, 1877) of Mr. Andrew Lamb, late of Southampton, retired superintendent engineer of the Peninsular and Oriental Steam Shipping Company, who died on March 29 last, was proved on April 28 last, at the Winchester district registry, by Mrs. Christian Lamb, the widow, Andrew Simon Lamb, the son, and John James Burnett, the acting executors, the personal estate being sworn under £160,000. The testator leaves to his wife his freehold residence at Southampton, with the household goods and effects, and pecuniary legacies amounting together to £1300; and there are a few other bequests. As to the residue of his real and personal property, after giving the income of one half to his wife for life, he divides it between his three children, Andrew Simon Lamb, Mary Elizabeth Lamb, and Elizabeth Hunter Lamb, in equal shares, as tenants in common.

The will (dated June 27, 1879) with a codicil (dated July 9 following) of Mr. Frederick Cowper, late of Carleton Hall, Penrith, Cumberland, and of No. 10, Montagu-square, who died on March 31 last, was proved on the 6th ult. by Frederick Cowper, the son, and David Burton, the executors, the personal estate being sworn under £160,000. The testator bequeaths his furniture, plate, and household stores at Carleton Hall to his son Frederick; and there are numerous bequests to his children, grandchildren, and others. The residue of his estate, real and personal, he leaves upon trust as to one sixth for each of his children, Mrs. Fanny Burton, John Cowper, Mrs. Louisa Barrett, Dame Amelia Donaldson, Mrs. Emily Curzon, and the Baroness Augusta Jane Von Brandt.

The will (dated March 6, 1879) with a codicil (dated July 28 following) of Mr. Barnett Phillips, late of No. 18, Bloomsbury-square, diamond merchant, who died on Feb. 18 last, has been proved by Mrs. Rachel Phillips, the widow, Lawrence Barnett Phillips, the son, and Lewis Schryver, the executors, the personal estate being sworn under £120,000. The testator bequeaths an immediate legacy of £250, and all his household furniture, plate, pictures, and effects, to his wife; 19 guineas each to the Jewish Blind Society, the Jewish Hand-in-Hand Society, the Jewish Free School, Bell-lane, Spitalfields, the Jewish Board of Guardians, the Jews' Hospital, Norwood, and the Central Synagogue, Great Portland-street; 10 guineas to the London Hospital; and legacies to his sons, daughter, and others. The residue of his real and personal estate, including his residence, he leaves to his wife for life or widowhood, and then for his sons and daughter in equal shares.

The will (dated Nov. 17, 1877) with two codicils (dated May 22, 1879, and Feb. 18, 1881) of Mr. Samuel Johnson Roberts, late of Chester and of Llandfairfechan, Carnarvonshire, who died on March 25 last, was proved on the 5th ult. by Edmund Russell Roberts and Edward Francis Roberts, the sons, the acting executors, the personal estate being sworn under £90,000. The testator leaves 19 guineas each to the British and Foreign Bible Society, the London City Mission, the Chester City Mission, the London Missionary Society, the Religious Tract Society, and the Evangelisation Society; his freehold residence, with the furniture and effects, and £200 to his wife, Mrs. Martha Clementia Roberts, together with £500 per annum for life; £13,000 upon trust for his son Alfred; and he makes up the portions of his daughters, Mrs. Clementia Coulter, Miss Emily Eliza Roberts, and Mrs. Fanny Stuart to £10,000 each, but £2000 thereof is not to be paid until the death of their mother. The residue of his property, real and personal, he gives to his said sons Edmund Russell and Edward Francis.

The will (dated April 7, 1875) with a codicil (dated Sept. 17 following) of Mr. William Baker, late of Margaretting, Essex, who died on March 6 last, was proved on April 29 last by George Baker, the son, Mrs. Charlotte Maria Spight, the daughter, and John Albert Copland, the executors, the personal estate being sworn under £30,000. The only persons interested under the will are testator's four children, George Baker, William Baker, Charlotte Maria Spight, and Harriet Esther French.

The will (dated Feb. 18, 1881) of the Rev. William Morley Punshon, LL.D., ex-President of the Wesleyan Conference, late of Tranby, Brixton-rise, who died on April 14 last, was proved on the 12th ult. by the Rev. William Hirst, John Brouncker Ingle, and Clarence Smith, the executors, the personal estate being sworn under £14,000. The testator leaves to his wife, Mrs. Mary Punshon, £1000, and his furniture, plate, and household effects, she is also to have for life his residence, Tranby, and the dividends of £4000. To the Wesleyan Missionary Society he leaves £50; and legacies to his sons, Percy Henry, and Morley, to his granddaughter, Fanny Eleanor Rayner, and others. The residue of his property he gives to his wife and his son Percy Henry.

The will (dated June 9, 1877) of Mr. John Vere, J.P., late of Carlton-on-Trent, Notts, who died on March 27 last at Torquay, was proved on the 4th ult. by James Vere, the brother, and Frederick John Blake, the acting executors, the personal estate being sworn under £6000. The testator settles all his real estate in the county of Notts on his niece, the Hon. Mrs. Clementina Margaret Isabella Skellington; the household goods, china, pictures, works of art, plate, and effects are made heirlooms to go with the estate; his freehold house in Lombard-street he settles on his niece, Miss Eleanor Ann Catherine Dennistoun; and there are legacies to his executors and others. The residue of his property he leaves to his said niece, the Hon. Mrs. Skellington. The testator earnestly requests, but does not make it a condition, that his said nieces will not marry foreigners.

The will (dated March 12, 1877) of Sir Daniel Brooke Robertson, C.B., formerly H.M. Consul at Canton, late of No. 15, Arlington-street, who died on March 27 last, was proved on the 4th ult. by Russell Brooke Robertson, the son and sole executor, to whom he gives all his personal estate. The personality is sworn under £2000. C. G. C.

Sir John A. Macdonald, Premier of the Dominion of Canada, and Lady Macdonald arrived at Liverpool on Monday, and left for London.

GEORGE STEPHENSON, THE FATHER OF RAILWAYS.

(Continued from page 555.)

property, and the public at large. After a second hot Parliamentary battle the third reading of the bill was passed by a majority of 88 to 41; and when it went up to the House of Lords it was almost unanimously accepted, the Earl of Derby and his relative the Earl of Sefton being its only opponents. It cost £27,000 to obtain the Act. Mr. George Stephenson was appointed principal engineer. He had still a greater victory to achieve than that which was endorsed by the House of Peers. He had undertaken to carry his road across Chat Moss. The greatest engineers had declared that he had undertaken to do what no man in his senses could have conceived possible—namely, to make a road over a peat bog, “a mass of spongy vegetable pulp, the result of the growth and decay of ages.” To quote Mr. Smiles’ graphic life of the great engineer, “Mr. Stephenson’s idea was that a road might literally be made to float upon the bog simply by means of a sufficient extension of the bearing surface. As a ship or a raft capable of sustaining heavy loads floated in water, so, in his opinion, might a light road be floated on a bog which was of considerably greater consistency than water. Long before the railway was thought of Mr. Roscoe, of Liverpool, had adopted the remarkable expedient of fitting his plough-horses with flat wooden soles or pattens to enable them to walk upon the moss-land which he had brought into cultivation. These shoes were fitted on by means of a screw apparatus which met in front of the foot, and was easily fastened. The mode by which these pattens served to sustain the horses is capable of easy explanation; and it will be observed that the rationale alike explains the floating of a railway train.” Upon a similar system Stephenson argued that even so ponderous a thing as a locomotive and railway train could be made to stand safely upon the bog by means of a similar extension of the bearing surface; and upon this principle, in spite of many weary months of



KILLINGWORTH HIGH PIT, WHERE STEPHENSON FIRST DISTINGUISHED HIMSELF.

disheartening labour, he made his railway across the Moss at an expense of £28,000, as against the estimate of £270,000 made by a rival engineering firm. There were many other great engineering works necessary in the construction of this and the other lines upon which Mr. George Stephenson and his son Robert were afterwards engaged; and from first to last “the father of railways” exhibited the same cool determination, unswerving patience and industry which had characterised his early struggles and his first studies of mechanics. Frugal in his habits, he was an early riser, and his iron constitution, strengthened by wholesome food and a very moderate use of alcohol, enabled him to work long hours and take but little rest. Like all great men, notably Lord Beaconsfield, he took deep interest in youthful labourers striving to advance their position. One of his assistants in the Chat Moss days says:—“The advice he generally gave to his young men was—‘Learn for yourselves, think for yourselves;

George Stephenson in his preference for locomotive over fixed-engine power; he had scarcely a supporter, and the locomotive system seemed on the eve of being abandoned. Nevertheless, Stephenson persevered; and finally, under his persistent assurances that the locomotive would do all and more than they could possibly require, they (the directors) determined to offer a prize of five hundred pounds for the best locomotive engine which, on a certain day, should fulfil certain specified conditions in the most satisfactory manner, all they asked for in the way of speed being that ten miles an hour should be maintained.” In the meantime Mr. Stephenson had established a locomotive manufactory at Newcastle-on-Tyne, which was under the chief management of his son, and several engines had already been constructed at these works. For the famous trial, and the premium of £500, four engines were entered to compete—namely, Brithwaite and Ericson’s “Novelty,” Mr

make yourselves masters of principles, persevere, be industrious, and there is no fear for you.”

It was in this spirit that he literally forced into use the locomotive engine. When the great works of the Liverpool and Manchester line were completed, the question arose as to how it should be worked—whether by stationary engines, by horses, or by the locomotive. Scores of projects were submitted to the directors, some from France and some from America; schemes for working with water-power, schemes for working with hydrogen, schemes for working with carbonic gas, schemes of atmospheric pressure, and every kind of fixed and locomotive power, including a greased road with cog-rails. It was urged against Stephenson’s engine that smooth wheels and smooth rails could not possibly work, and the two chief engineers of the day reported in favour of fixed engines. “Not a single professional man of eminence,” says Smiles, “could be found to coincide with



MAKING A RAILWAY.

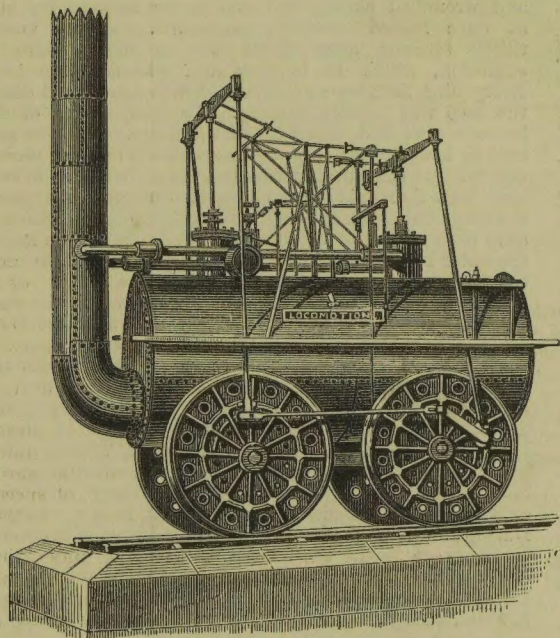
GEORGE STEPHENSON, THE FATHER OF RAILWAYS.

Timothy Harkworth's "Sanspareil," Stephenson and Company's "Rocket," and Mr. Burstall's "Perseverance." On the day fixed, Oct. 6, there was a great and distinguished crowd to see the show. Stephenson's engine stood third on the list for trial, but it was ready first, and made an experimental trip in which it ran twelve miles in fifty-three minutes. The Novelty was next called, and made a brief experiment; so also was the Sanspareil. The contest, however, was postponed until the following day, in the interest of these two latter engines. The special peculiarity of the Novelty was that the air was driven through the fire by means of bellows, which early on the trial-day burst, and prevented the engine from performing. The boiler of the Sanspareil proved defective, and the trial was again postponed till the next day. In the meantime, to satisfy the crowd, however, Mr. Stephenson attached the "Rocket" to a coach containing thirty persons, and ran them about at the rate of twenty-four to thirty miles an hour to their vast delight and astonishment. On the next day the Rocket was duly tested, and it more than satisfied every condition, the maximum velocity which it attained being twenty-nine miles an hour, or, as Mr. Smiles says, "about three times the speed that one of the judges of the competition had declared to be the limit of possibility." The Novelty and the Sanspareil were not ready for trial until the 10th, and they both gave out in one way or another during the

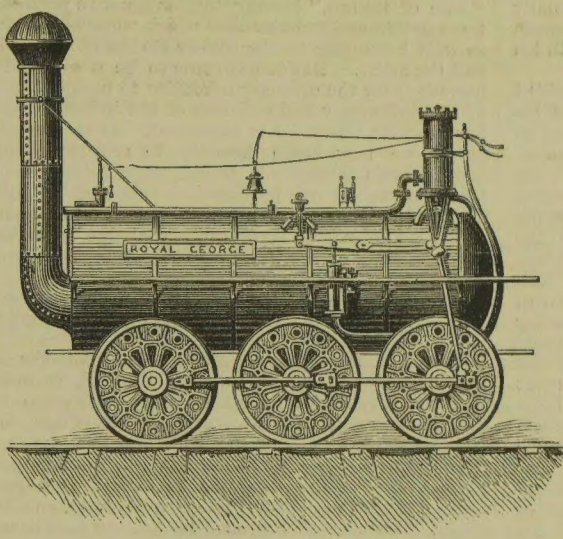


THE STEPHENSON MEMORIAL INSTITUTE, ON THE SITE OF STEPHENSON'S COTTAGE, AT WILLINGTON QUAY.

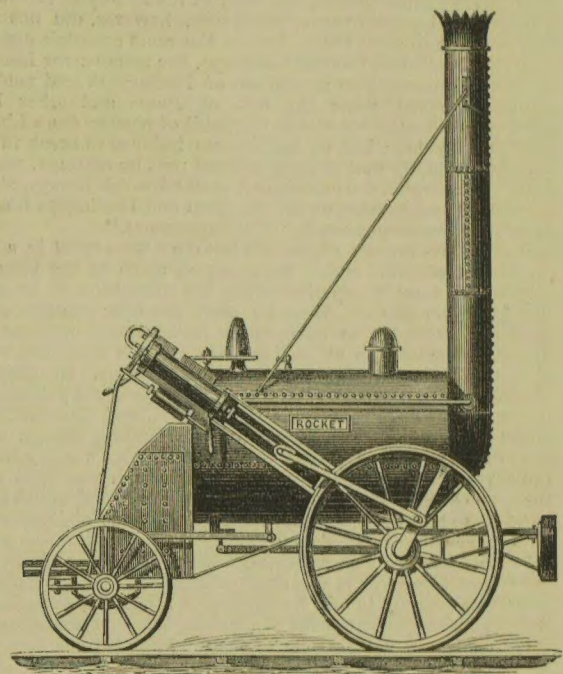
From this time until a few years before his death George Stephenson, assisted by his son, was occupied in carrying out our great railway system. The London and Birmingham line was in due course projected, with the two Stephensons as joint engineers. The engineering difficulties of the undertaking were enormous, notably the boring of Kilsby tunnel, one of the most remarkable and interesting works in the history of railways. The opposition of the landowners of Northampton forced its construction upon the company. The first contractor, in face of immense falls of sand and inundations of water, abandoned the work. George Stephenson never once wavered or gave way. The tunnel was eventually made; and it is estimated that the water pumped out of it during the progress of the works would be equal to the contents of the Thames at high water between London and Woolwich. In 1835 the North Midland Railway was projected; the Act was obtained in the following year; and the line commenced by Mr. Stephenson, assisted by one of his favourite pupils, Mr. Swanwick, in 1837. Seventy-two miles and a half in length, it had two hundred bridges and seven tunnels; and it was during the construction of this magnificent railway—"far more wonderful," Mr. Smiles



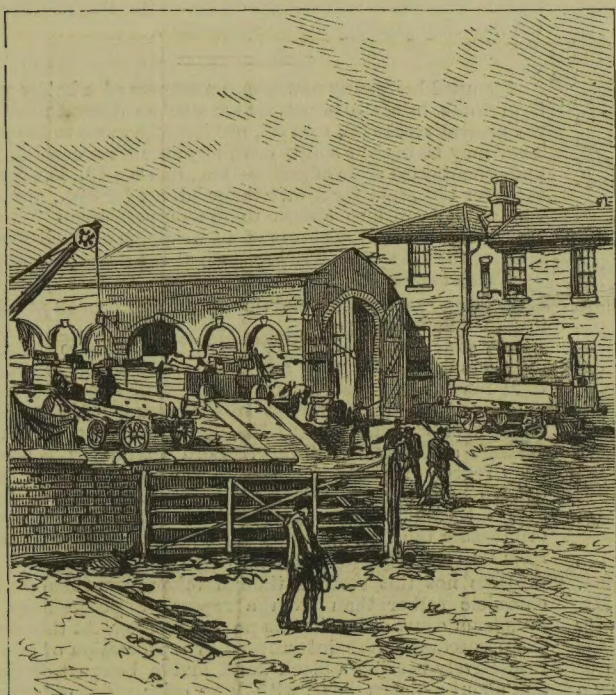
THE FIRST LOCOMOTIVE ENGINE.



THE ROYAL GEORGE.

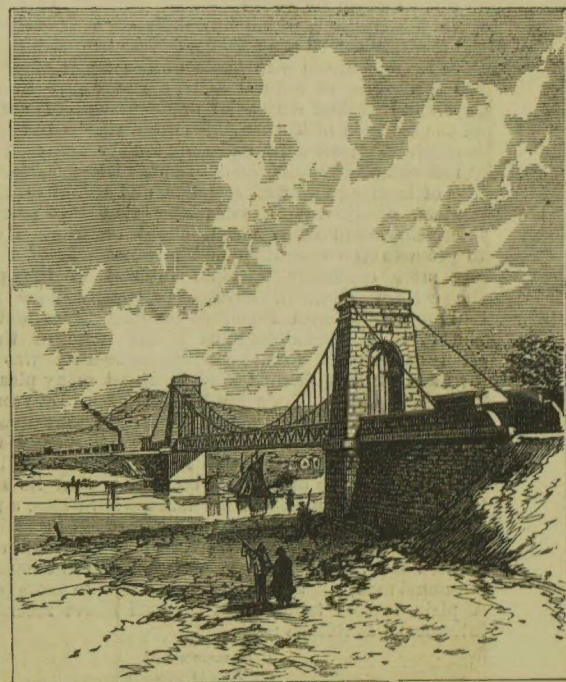


THE ROCKET.



THE FIRST RAILWAY STATION.

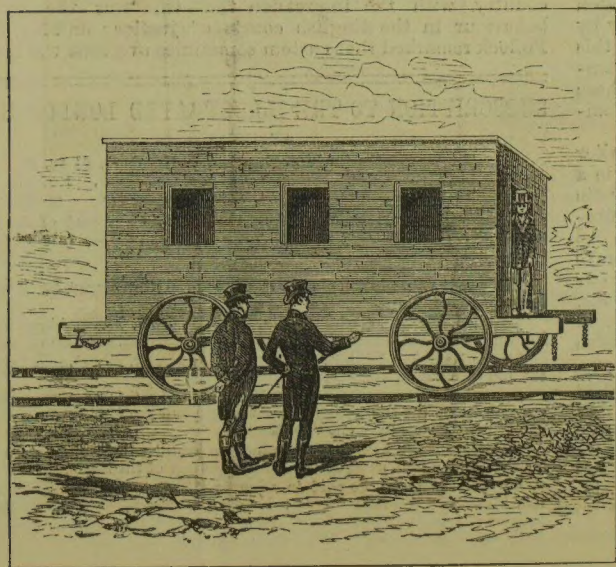
work they undertook. The Perseverance could only make a speed of from five to six miles an hour, and was withdrawn from competition. The prize was, therefore, awarded to the "Rocket;" and from this moment many of Mr. Stephenson's bitterest opponents became his best friends. The railway was opened on Sept. 15, 1825, in the presence of the Duke of Wellington, Sir Robert Peel, and Mr. Huskisson. The otherwise great success of the day was marred by the fatal accident which happened to Mr. Huskisson. There had been a coldness between the Duke of Wellington and Mr. Huskisson; but on this occasion his Grace making a sign of recognition; the two hurriedly shook hands amidst a general cry of "Get in, get in;" Mr. Huskisson attempting to go round the open door of the carriage, which projected over the opposite rail, was struck by the engine. He fell with his leg doubled across the rail, and the engine



THE FIRST RAILWAY SUSPENSION BRIDGE ERECTED OVER THE TEES.



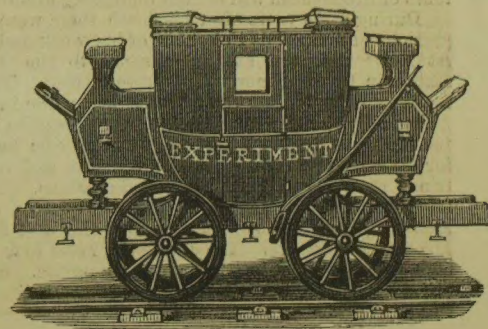
DIAL OVER THE DOOR OF STEPHENSON'S COTTAGE, AT KILLINGWORTH.



THE EXPERIMENT COACH, COMMON CAR.

passed over it. "I have met my death," he said, when he was raised up by the bystanders, and he died the same night at Eccles. Connected with this calamity, the fact was blazed throughout the world that Mr. Stephenson's locomotive engine carried the wounded man for succour and treatment a distance of about fifteen miles in twenty-five minutes, or at the rate of thirty-six miles an hour. Within a very short time the new railway carried an average of twelve hundred passengers a day, and within five years it was carrying 500,000 a year. The profits chiefly from the carriage of merchandise were estimated at £62,500 a year, but the net profits realised during the first five years were £25,000 a year beyond that amount.

thinks, "than Napoleon's vaunted road over the Simplon"—that Mr. Stephenson associated himself with the collieries at Clay Cross, and eventually took up his residence at Tapton House, Chesterfield. In addition to his multifarious work at home, Mr. Stephenson visited the Continent several times on important business. At the request of King Leopold, he assisted the Belgian engineers in their plans for the national lines of that kingdom. The King appointed him by Royal



THE EXPERIMENT, FIRST RAILWAY PASSENGER COACH, 1825.

ordinance a Knight of the Order of Leopold; and during one of his visits he was invited to dine with the chief Ministers of State, the municipal authorities, and about five hundred inhabitants of the city of Ghent. On the next day he dined with the King and Queen at Brussels. "It is curious," says Smiles, "to contrast the conduct of the English Government with that of Belgium at the same time. The House of Commons was still endeavouring to introduce the steam-carriage on common roads, and the Government was expending large sums of money for the purpose of improving those roads so as to enable them to compete with the railways which were in course of formation. It is a remarkable fact that during the time that the London and Birmingham railway was under construction £130,000 was voted by Parliament to place the road between these two termini in an improved state with this object. The alterations were carried out under the superintendence of Mr. Telford, the Government engineer, and the money was expended just as the new turnpike road was not wanted." In course of time the benefits of railways began to be acknowledged not only by the country people, landowners, and farmers who had opposed them, but by towns and other communities which had forced them outside their boundary limits. The Duke of Wellington for a long time would not, however, trust himself on a railway. He had witnessed the fatal accident to Mr. Huskisson, which helped to prejudice him against locomotive engines; but finally he gave way to the general progress of the time, and made his first journey in 1843 on the South-Western Railway attending upon her Majesty. The late Prince Consort had early in the history of railways been a traveller upon them; the Queen, however, did not make her first trip until 1842. One of the most eccentric opponents to railways was Colonel Sibthorpe, the member for Lincoln, who denounced them in and out of Parliament, and made himself for many years the butt of *Punch* and other humorous periodicals. He was in the habit of posting from Lincolnshire to London; but at last he was induced to break the journey by making part of it by rail and part by carriage, until finally he accepted the established method which George Stephenson had inaugurated on the Stockton and Darlington line with his first passenger coach, "the Experiment."

The famous engineer's last days were spent in a dignified and pleasant rest. He occupied much of the leisure of his retirement in superintending the cultivation of his garden at Tapton House. Here he grew the first straight cucumber. He delighted to compete in horticultural contests with Sir Joseph Paxton at Chatsworth; and his fruit and vegetables often carried off prizes at local exhibitions. In those days the Duke of Devonshire's head gardener had not yet designed the famous exhibition buildings of 1851, and therefore was plain Mr. Paxton, often plainer Joseph Paxton, though even then he was quite a friend of the Duke, who was a nobleman of great taste and generosity. Stephenson was fond of having long chats with Paxton about gardening, and would take great delight in visiting the beautiful grounds at Chatsworth and inspecting Paxton's hothouses. The engineer was as earnest in regard to his vegetable-growing as he was about his locomotive work. It was characteristic of him to be energetic and persevering in all he undertook; and he probably, at the moment, felt as proud of growing the first straight cucumber as he did at the time of winning the famous race at Manchester with his "Rocket." Finding that no amount of propping and guiding with string would influence the crooked nature of the cucumber, he had a long glass tube made, and placed the young cucumber in it so that it grew just as he wished it; and this feat was one of his triumphs over Paxton, who was the only gardener, he used to say, to whom he would "knock under." One of his pet fruits was the pine, which he cultivated to great perfection; but it was not until after his death that his pines carried off a prize in competition with those of the Duke of Devonshire. His early love of natural history was active in his latter days, and he had delightful opportunities of exercising it on the uplands of Tapton. He often visited the Mechanics' Institute at Chesterfield, and occasionally delivered addresses at this and other similar associations. He attended the meetings of local agricultural societies, and would speak at their dinners, always saying something that was practical and interesting, and often novel, about farming. He assisted to promote the education and advancement of the people, and more especially took an interest in the pitmen of the colliery districts, having previously done much to develop the mineral resources of Clay Cross and Staveley, and given a general impetus to the trade of the district all round about him. Sir Robert Peel was one of his most intimate friends, and he spent many pleasant days at the famous Minister's hospitable house, Drayton Manor. He was present at the opening of many of the new railways that were inaugurated in his latter days. He died on Aug. 12, 1848, and was buried in the new church (Trinity) at Chesterfield. The historic old borough closed its shops and tolled its bells on the occasion; and the burgesses, a respectful and sorrowing crowd, followed the great man's remains, which were laid by the side of his wife in a vault within the communion rails. She had preceded him, in the same "sweet autumnal month," and at the same age, two years previously. A plain marble tablet upon the wall above records the two interments, as follows:—

In memory of
ELIZABETH,
Wife of GEORGE STEPHENSON,
of Tapton House,
who died Aug. 3rd, 1846,
aged 68 years.

And also of the above-named
GEORGE STEPHENSON,
who died Aug. 12th, 1848,
aged 68 years.

Trinity Church is picturesquely situated on the brow of a hill almost facing that of Tapton. I made a pilgrimage to the spot quite recently. The graveyard is a green oasis of the local street but little tenanted, and there are flowers and shrubs here and there, which give it a happy, rural appearance. An application at the Rectory to see the church meets with a courteous response; and I suspect that henceforth the tomb of Stephenson will attract increasing numbers of visitors.

During some years after his death there were various suggestions of memorials in honour of his work and his memory. At Newcastle, and at the entrance to the Euston-square station in London, monuments were erected. The nation did nothing. Parliament voted no statue to him in Westminster Abbey; he was not a soldier, nor a statesman; he was only the Father of Railways, in which capacity he had done more for his country than its greatest warriors and its most illustrious statesmen. But Mr. Charles Binns, one of his old friends, suggested to Derbyshire the idea of a Stephenson Memorial Hall, which should embody the best features of the Mechanics Institute. The *Derbyshire Times* took the idea up, and brought it continually before the public. Soon after the idea had been canvassed the Derbyshire Institute of Mining Engineers was established, and the Chesterfield Mechanics Institute found itself requiring extended accommodation for

its members. The first-mentioned institute wanted "a local habitation" as well as a name; and, with these two societies willing to help in the erection of a hall where they could have rooms, other societies promised their aid to the scheme, and "The Stephenson Memorial Hall" was launched. After a time it languished for want of funds, and had to be "whipped up" a good deal by the local *Times*, for Chesterfield is not the "residential" town it was in Stephenson's days; and with increase of population it has become more of a mining centre than an old-fashioned town of rich and old-fashioned people. But, in time, enough money was raised to commence work. In October, 1877, Lord Hartington laid the foundation-stone, and on July 14, 1879, the Hall was formally opened by Lord Hartington's father, his present Grace the Duke of Devonshire, Lord Lieutenant of Derbyshire, and the princely owner of Chatsworth House, near Chesterfield. The building is a handsome Gothic edifice. It has a museum, picture-gallery, class-rooms for schools of art and other educational conveniences, chambers for the institute already mentioned, a fine lecture and concert hall, and reading-rooms. Among the works of art appropriate to the place is Lucas's well-known full-length portrait of George Stephenson, Chat Moss depicted as a background. At the ceremonial opening of the hall Mr. Charles Binns closed an interesting speech with a remark which may fittingly conclude this sketch of his friend's remarkable career. He spoke of the assistance such an institution as that they were establishing would have been to George Stephenson in the days of his early struggles for information about the science of mechanics, and how it would have facilitated inquiry and the spread of knowledge in regard to methods of mining and manufacture in course of trial, and of engineering systems which had failed or were successful.

Similar observations will now apply as an indorsement of the modern movement in favour of the establishment of technical colleges. While England has taught other countries to compete with her in the industrial arts, she has been too content with what George Stephenson would have called the "rule of thumb," leaving the foreigner to perfect himself in those details and technicalities which were wont to be regarded as only belonging to the higher studies of the civil engineer and the artist. But it has come to be considered necessary nowadays for the ordinary operative to understand something of the philosophy and aesthetics of the industrial arts in connection with which he is employed. It is good that on all hands we now begin heartily to recognise, with George Stephenson's Derbyshire friend, that "the time has come when, if we let our intelligence rest and be still, England must assuredly fall from her high estate, and that the man who assists all he can in spreading knowledge is, in the best and broadest sense of the word, a patriot." JOSEPH HATTON.

ENGINES AND ENGINE-DRIVERS.

It is a suitable opportunity this week, upon the occasion of the George Stephenson Centenary Festival, to notice a series of instructive and interesting books, published by Messrs. Crosby Lockwood and Co., which treat of the construction and use of engines, and the work and life of the drivers of railway trains. Mr. Michael Reynolds, formerly Inspector of Locomotives of the London, Brighton, and South Coast Railway, is the author of these four volumes, entitled, respectively, "Locomotive Engine-Driving," "Stationary Engine-Driving," "The Model Locomotive Engineer," and "Engine-Driving Life."

The treatise on "Locomotive Engine-Driving," which has reached a fourth edition, is a practical manual for the work of the men in charge, both drivers and firemen, and is mainly of a technical character. It includes a description of the locomotive and its mechanism, in minute detail, and precise directions for every operation belonging to the service, whether ordinary or occasional, with many useful hints and advices. The scientific principles relating to this application of steam, and to the combustion of fuel by which it is generated, are distinctly explained. Particulars are given respecting the examination for certificates of proficiency required by drivers of locomotives, and the statutes and regulations for their conduct. A corresponding course of instruction, with some exceptions, is offered in the practical manual of "Stationary Engine-Driving," but in this a larger space is devoted to the separate descriptions of different kinds of engines; the condensing beam-engine, the Cornish pumping-engine, the horizontal engine, the semi-portable, and the compound engines of several varieties. The peculiarities of the "Galloway" boiler are especially pointed out. Directions are given for managing the engine and boiler, the fire, and the water to feed the boiler. The causes of failures of engines, and of boiler-explosions, are set forth; and the reader is taught how to use the indicator, and how to make some useful calculations. Both these volumes are furnished with a number of illustrative wood-engravings; and the one last mentioned has a portrait of James Watt, the inventor of the steam-engine.

"The Model Locomotive Engineer, Fireman, and Engine-Boy," which is adorned with a portrait of George Stephenson, is partly historical, relating the early projects and attempts to solve the problem of constructing a locomotive steam-engine. We observe that justice is here done, among others, to Mr. William Hedley, the mining engineer at Wylam Colliery, for his successful experiment, in October, 1812, with a carriage prepared expressly to test the principle that the friction of the wheels upon the rails would suffice to enable it to draw a train of loaded waggons. The remaining portion of this volume is a review of the business and duties of each class of officials employed in the locomotive running department; the general manager and superintendent, the locomotive foreman, the engineer, and the fireman, down to the cleaner and engine-boy, with a scheme for the more perfect organisation of these services, and for securing their complete efficiency by regular examinations and certificates. We recommend this part of Mr. Reynolds's book to all Directors of Railway Companies and other persons in authority, but especially to those connected with the Board of Trade and the Railway Commission.

More popular entertainment will be found in the smaller volume called "Engine-Driving Life," which narrates, in a rather discursive and gossiping style, many characteristic anecdotes of the personal experiences of railway drivers, firemen, and attendants at the engine-sheds. We should all feel a hearty interest in the welfare and behaviour of these brave and worthy public servants, who merit equal esteem with our sailors and soldiers, and whose work is often quite as perilous, certainly quite as laborious, as that of seamen in the Royal Navy. There is no finer example of the English or Scottish working man, highly trained, alert, vigilant, self-reliant, prompt in resource, instant in action, equipped with much exact knowledge as well as experimental skill, than the superior man in the ranks of our railway locomotive engine-drivers. Many such a hero, within our recollection, has performed deeds of gallantry which deserved the Victoria Cross as fairly as any acts of military bravery on the battlefield. Mr. Reynolds's little book should contribute, as it no doubt will, to make the virtues and services of these

good fellows better known to the public in general. He follows the rise of an engine-boy, who has a genuine enthusiasm for railway work, loving an engine as the sailor loves his ship, through the grade of fireman to that of driver, which is the height of his honest ambition. The faults, the blunders, the foolish tricks, or the acts of negligence which may sometimes have most disastrous consequences, are impressively set down for strict abstinence therefrom; and there is a chapter on "Punishment and its Administration," which could not have been wisely spared. "Runaway Engines" and "Runaway Trains," "The Death of Driver Nathan Gordon," "The Tay Bridge Accident," and "Last Trips" are chapters that keep the promise of their titles with plenty of exciting adventure. In conclusion, the "Railway Servants' Orphanage" at Derby is strongly recommended to public assistance; and we hope that the funds of that benevolent institution will gain substantially from the appeal here made on its behalf.

THE LOSS OF THE DOTEREL.

Commander Evans, R.N., late of the Doterel, arrived in town last Saturday evening, and at once reported himself at the Admiralty, where he had an interview with Admiral Sir Cooper Key. On Sunday he breakfasted with Lord Northbrook, and personally delivered his report of the disaster.

Commander Evans states that the Doterel left Elizabeth Island at six o'clock on the morning of April 26, and anchored at Sandy Point at 8.30. While in his bath-room, about ten, he heard a report as if a gun had gone off, and he went into the fore-cabin. Looking along the starboard side, he saw that the ship's side was burst open in the starboard gangway, and that the upper deck in that part was forced up, twisted, and wrenched about, and the water rushing in, the ship at once heeled over to starboard. About twenty or thirty seconds after there was a much more violent explosion, which he is convinced was the fore magazine. Everything then became darkened with smoke and debris, and the ship was rapidly sinking. He jumped out of the embrasure port and seized some wreckage. He was probably sucked down by the ship, as he recollects nothing more till he noticed that the ship had disappeared. He thinks it could not have been three minutes from the time of the first explosion till the ship sunk. He is of opinion that the first explosion may have been caused by the bursting of the boiler, on account of the water being allowed to get too low in it, and the crowns of the furnace exposed when cold water was let in; or it may have been caused by spontaneous combustion in the starboard bunker. Otherwise Commander Evans is at a loss to account for the first explosion, as there was no combustibles in the starboard gangway, and there is little doubt that the shell-room, Nordenfolt, Gatling, and gun-cotton magazines, all of which were abaft the mainmast, did not explode. He thinks the greater number of men must have been killed by the explosion and falling debris, as he did not hear a cry or groan. Commander Evans regrets his inability to give a more satisfactory and definitive explanation of the disaster, and says it is a mystery to him. During the passage home Commander Evans examined all the survivors on board the Britannia to obtain any clue to the origin of the disaster. All the officers and men engaged at the various points perished, and there at present remains no means of ascertaining the facts as to the theories accounting for the explosion suggested in the official report.

The steamer Britannia, with the rest of the survivors (with the exception of Lieutenant Stokes, who remained at Sandy Point), arrived in the Mersey on Sunday night. They landed at Liverpool on Monday morning, and proceeded to Portsmouth, where they will remain on board the Duke of Wellington flag-ship pending the court-martial.

Stamped halfpenny newspaper wrappers of a better quality than those hitherto in use, which will be discontinued when the present stocks are sold off, are issued for sale to the public. They may be bought singly or in any number according to the undermentioned scale of prices—viz., one for 3d., two for 1½d., three for 1½d., four for 2½d., five for 3d., six for 3½d., and so on. The public can also obtain these wrappers uncut in quarter reams, containing 120 sheets of 14 wrappers on each sheet, by making special application for them at the post-office at which they wish to obtain them; the price being £3 18s.

Lord Carnarvon presided on Monday afternoon at a meeting of the members of the London Library. The annual report stated that there had been an increase of twelve members during the year, and a financial gain of £649. The total number of subscribers on the register is now 1668. The number of volumes sent out in the course of the year for circulation amounted to 97,158, while there had been 2700 volumes added to the library. Lord Carnarvon echoed the deep regret of the committee at the loss sustained by the death of the venerable president, Mr. Carlyle, and of Mr. James Spedding, who were both principally concerned in originating the library, and both assisted in its management from its commencement, in 1840.

Does not this read as though taken from some mediæval chronicle rather than from a report of proceedings in a humdrum court of law in this prosaic age? "At this moment the proceedings were interrupted by a procession of two men, respectively bearing a black wand and a bouquet of flowers, and about a dozen boys, with long osier rods, entering the court and beating the City bounds over the Judge's chair, amid loud cheers." The incident occurred on Thursday week in London, in the Queen's Bench Division of the High Court of Justice, in the presence of Baron Pollock. Foreigners, it was hoped by one of the counsel, would not return to their country with the impression that this was the ordinary behaviour in the English courts of justice; and Mr. Baron Pollock remarked that custom sometimes overrode the law.

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WEATHER-LORE OF THE CLOUDS.

The prognostications gathered from the clouds are very extensive, and in many cases may be regarded as fairly reliable indications of the state of the weather. Indeed, our agricultural peasantry, whose employment naturally keeps them much out in the open air, pay special attention to the appearance of the clouds, forming their calculations as to the probable likelihood of its being wet or fine from the various peculiarities which these so-called "weather guides" assume. Thus, according to a maxim contained in our old English almanacks—

If woolly fleeces spread the heavenly way,
Be sure no rain disturbs the summer's day:

a piece of weather wisdom which corresponds with the shepherd of Banbury's observations, that if the "clouds are small and round, like a dapple-grey, with a north wind, there will be fair weather for two or three days." In some parts of France, however, it is said that when the sky is dappled, if it does not rain at once, it will not be long in coming. And Virgil, it may be remembered, in his "Georgics" (l. 397), regards it as a sign of rain whenever it happens that

Tenuia—lanæ per cælum velleræ ferri.

Scattered streaks of clouds, however, in the south-west are generally considered to foretell rain. Thus, in St. Luke's Gospel (xii. 54), our Lord, alluding to this notion says:—"When ye see a cloud rise out of the west, straightway ye say there cometh a shower, and so it is." Mr. Inwards in his little book on "Weather Lore" (1870), says:—"When scattered patches or streaks of nimbus come driving up from the south-west they are called by the sailors 'Prophet Clouds,' and indicate wind." Small light clouds in the south-west are said to foreshow windy, gusty weather; and, according to a well-known saying in Surrey, "a bench or bank of clouds in the west indicates rain." Again, various omens are drawn from the colour and shape of the clouds. Thus, an old proverb informs us that "red clouds in the east, rain the next day;" and another adage reminds us that "Dusky or tarnish silver-coloured clouds indicate hail." It is almost needless, however, to mention that black clouds foretell rain; a graphic allusion to which Shakespeare makes in the "Tempest" (ii. 2):—"And another storm brewing; I hear it sing i' the wind: yond' same black cloud, yond' huge one, looks like a foul bombard that would shed his liquor . . . yond' same cloud cannot chuse but fall by pailfuls." A small fast-increasing cloud in violent motion seen in the Tropics, is called the "Bull's-eye," and generally precedes the most terrible hurricanes. Fitzroy says that "light delicate tints or colours, with soft, undefined forms of clouds, indicate and accompany fine weather; but unusual or gaudy hues, with hard, definitely outlined clouds, foretell rain and probably strong wind."

Passing on, in the next place, to the shapes of clouds, we are told that—

When clouds appear like rocks and towers,
The Earth's refreshed with frequent showers;

a notion which the Shepherd of Banbury thus explains:—"The reason of this seems to be that the watery vapours are then condensed, or condensing, which gives them this rough and ragged appearance; and as soon as the thin films that retain the water are broke by this pressure, these heavy clouds descend in rain." In "Antony and Cleopatra" (iv. 12) Shakespeare seems to speak of this appearance:—

Sometime we see a cloud that's dragonish;
A vapour, sometime, like a bear, or lion,
A tower'd citadel, a pendant rock,
A forked mountain, or blue promontory
With trees upon't, that nod unto the world,
And mock our eyes with air. . . .
That which is now a horse, even with a thought,
The rack dislimbs; and makes it indistinct,
As water is in water.

Some clouds are called "fish-shaped," from their peculiar shape. Thus, small patches of cloud increasing from below are nicknamed "a mackerel sky," and according to a popular rhyme—

Mackerel sky and mares' tails
Make lofty ships carry low sails.

A sky of this kind is said to denote fair weather for that day, but rain and wind a day or two after. In Buckinghamshire, says Mr. Inwards, "these clouds are called 'packet bags,' and are said to be packets of rain soon to be opened." Again, when a long stripe of cloud stretches across the sky east and west it is popularly styled a salmon, sometimes "a Noah's Ark," and is supposed to be a certain sign of a storm. In Scotland, says Mr. Chambers in his "Popular Rhymes of Scotland," certain light kinds of clouds are thus denominated—

Hen-scarts and filly-tails
Make lofty ships wear low sails;

from their supposed resemblance to the scratches of hens on the ground and the tails of young mares. Sailors have a similar proverb in reference to the same cloud—

If clouds look as if scratched by a hen,
Get ready to reef your top sails then.

Numerous odd nicknames have been at different times assigned to the clouds, many of which are curious. Thus, to quote one or two instances:—Certain clouds are termed "Wool-Bags," when "they increase upwards from a horizontal base;" others are styled "Goats' hairs;" and in Yorkshire a cloud, known as the "Helm Cloud," hovering about the hill-tops for a day or two, is said to "presage wind and rain." There are various sayings relating to the clouds prevalent in most mountainous and hilly districts. A well-known couplet tells us that—

When clouds are upon the hills,
They'll come down by the mills.

Space will, however, only permit us to give one or two illustrations of the rhymes relating to special localities. Thus, in Worcestershire, it is said:—

When Brecon Hill puts on his hat,
Ye men of the vale beware of that.

A Lancashire rhyme is much to the same effect:—

If Riving Pike do wear a hood,
Be sure the day will ne'er be good.

And to mention, lastly, a well-known one in Scotland, we are warned how—

When Cheviot ye see put on his cap
Of rain ye'll have a wee bit drap.

Among the very many other items of folklore that have clustered round the clouds, we are told that when they "appear high in the sky in their white trains" wind, and probably rain, will follow. Cloudy mornings are said to produce fine, clear evenings; and if in hot weather the strata of clouds appear to move in different directions, they indicate thunder.

According also to the Shepherd of Banbury "if you see a cloud rise against the wind or side wind, when that cloud comes up to you, the wind will blow the same way that the cloud came;" and, to quote a further illustration of his weather lore, he tells us "that in a summer evening large black clouds are frequently melted into dews."

BOOKS OF TRAVEL.

Miss Isabella Bird, the authoress of well-known pleasant books concerning the Sandwich Islands, the Fiji Islands, and the Rocky Mountains of North America, opens to the gratification of her readers' curiosity some *Unbeaten Tracks in Japan* (Murray, publisher). The two volumes, which we have before noticed incidentally, are full of quite new descriptive matter; for Miss Bird, whose enterprise and fortitude in laborious travelling puts many of the hardier sex to shame, chose a different route from that of preceding tourists in the Mikado's island realm. From Tokio or Tokijo, formerly called Yedo, the eastern capital of Japan, she boldly pushed northward, traversing the length of the large island of Nipon, and thence crossing a strait to Yezo, the northern isle, upon which the treaty port of Hakodate is situated. Her description of the famous shrines and sepulchres of Nikko, where she sojourned many days, has been anticipated by other travelling writers; one of the most pleasing of those was Lord George Campbell. Beyond that place, she took up entirely fresh ground of observation; and we are here first made acquainted with the town and district of Wakamatsu, on the lake of Iniwashiro, the beautiful Tsugawa river, the seaport and English Mission Station of Niigata, on the west coast, and the charming plain of Yonezawa, fertile, populous, and thriving, with Kubota and Aomori, maritime towns of considerable traffic. Miss Bird rode on horseback, accompanied only by a native servant-boy, and few ladies could have attempted such a course of travel; but, from her well-known performances in other parts of the world, the successful accomplishment of this journey cannot excite much surprise. In the second volume, beginning with her account of Yezo and its inhabitants, including the Ainos, a gentle race of aboriginal savages under Japanese rule, the reader will find much curious information not even hinted at in ordinary books on Japan. On Sept. 14, 1879, the authoress returned by sea from Hakodate to Yokohama, and became again the guest of Sir Harry and Lady Parkes at the British Legation. Her remaining days in Japan, and the latter chapters of this volume, furnish us with a good deal of useful and interesting knowledge concerning the present state of that country; the modern aspect of its principal cities, with the remarkable change in social customs of late years, the new institutions of government, and the introduction of European arts and sciences. Precise and authentic statistical details are given upon these subjects, as well upon those of finance and commerce. Miss Bird's work is altogether worthy of being accepted as a supplement to that of Sir E. J. Reed, which was reviewed in this Journal a short time ago.

Another not less accomplished lady traveller and writer is Miss C. F. Gordon-Cumming, whose first beautiful volume on the Himalayas won our admiration when it came out. Her new book, *At Home in Fiji*, is now published by Messrs. Blackwood. These two volumes are a collection of letters, written to friends during a sojourn in Fiji of about two years. The writer being an artist, the illustrations are facsimiles of her own drawings by one of the new solar processes. The principal feature on the cover of the volumes is a representation of a "cannibal fork," such as is used only for eating human flesh. We are told that meat of this kind was never touched with the fingers, as it is supposed to produce a peculiar skin disease; but why it produced no disease on the internal organs of those who feasted on it is not explained. The Fijians seem to have esteemed human flesh above all other; and it was their custom to eat all their enemies whom they killed in battle. They had ovens for the purpose of cooking "bokola," the name given to this cannibal food. It required a peculiar kind of vegetable, either the *Solanum Anthropophagorum*, or the *Tropis Anthropophagorum*, the botanical names telling of their use. These condiments were deemed as essential by the Fijian gourmand as mint-sauce is to lamb with us. The greater part of the Fijians have now ceased to be anthropophagi, or cannibals, a beneficial change which has resulted from their conversion to Christianity. They have also given up the custom of polygamy; and, according to Miss Gordon-Cumming, they are now a very well-behaved people. She seems to have travelled a great deal among them, often alone, and she seems to have done so in the most perfect security. Not only did she run no chance of becoming "bokola" herself, but, although she had many tempting articles about her, nothing was ever stolen. This speaks much for the Fijians. This state of things is due to the Wesleyans, who have nine hundred churches in the islands, regarding which Miss Gordon-Cumming gives a great deal of most interesting information, for she made many excursions with Mr. Langham and his wife when that gentleman visited the various districts to examine the teachers and look after all the interests of the Wesleyan missions. "At Home in Fiji" is full of all sorts of information, and is quite as interesting to the archaeologist as to the missionary. Miss Gordon-Cumming has travelled a great deal in other countries, and this makes her an acute observer, and gives her the power of making comparisons, a qualification which does not belong to those who have only visited one country. The descriptions of the beautiful scenery of the Fijian group of islands will be found most delightful reading.

The East Central African Expedition, sent out by the Royal Geographical Society in 1878, was unhappily attended with the loss of Mr. Keith Johnston, son of the well-known geographer of Edinburgh, and a scientific traveller of high promise. Upon his death, at Beho-beho, on June 28, 1879, six weeks after starting from the seacoast at Dar-es-Salaam, Mr. Joseph Thomson, the geologist, became leader of the party. Two volumes, *To the Central African Lakes and Back*, are now published by Messrs. Sampson Low and Co. They give us Mr. Thomson's complete narrative of the entire expedition. It reached Lake Nyassa from the north, proceeded thence north-west to Lake Tanganyika, and passed up the western side of the latter as far as the river Lukuga, described by Captain V. L. Cameron and subsequently by Mr. H. M. Stanley. The Urua country was further explored, and Mr. Thomson's return journey traversed the region east of Lake Tanganyika, visiting also the smaller Lake Leopold, which had not been examined before. On June 10, 1880, after travelling fourteen months, over a distance, inland and back to the coast with many turnings and windings, of not less than five thousand miles, the author of this interesting book arrived at the port of Bagamoyo, opposite Zanzibar, the customary rendezvous of East African travellers. His style and tone of writing are pleasant, and the incidents which he relates are both entertaining, and very characteristic of that kind of experience, already made somewhat familiar to English readers by the examples of Livingstone, Stanley, Elton, and others who have explored the lake region below the Equator. Mr. Thomson had, in general, none but friendly and kindly relations with the natives, owing to his tact and presence of mind, as well as to his frank way of treating them; he went among them unarmed, and showed no suspicion of them, which seems to be the safest course. In one instance, however, while trying to get through Urua to Webb's Lualaba, he encountered much annoyance and extortion, with menaces of violence, from the chief and people of that country, and was obliged to turn back, losing some portion of his

goods, but glad to escape an unequal fight. Mr. Thomson's views of the prospects of commercial intercourse and colonisation in the interior of Africa do not agree with the flattering visions that have been displayed by several recent travellers. His testimony, as a scientific geologist and mineralogist, forbids us to reckon upon the opening of rich stores of metallic ore, though copper is known to exist at Katanga; the supply of ivory will not last many years, and there is no other article which it will pay to bring down to the coast. The unsuccessful Belgian Expedition, which he met with on his return journey, is noticed in these volumes, and they furnish the latest authentic particulars of the condition of East Central Africa.

A BIT OF LOWESTOFT CHINA.

I wonder why the Lowestoft shopkeepers deal in such diverse articles in the same establishment! Thus, when I went into the best-looking "Artists' Repository" in High-street, with the intention of purchasing a sketching-block, I found that one half of the shop was devoted to the sale of Ironmongery. Perhaps a descendant of Quintin Matsys presides over the combination of art and ironwork. I went into a Grocer's, and he offered me toys, tobacco, and note-paper. I betook myself to the Fishmonger, and he wanted to sell me oil-paintings and old china. I might have said to the man, "Excellent well! you are a Fishmonger!" What makes you also a vender of pictures and crockery?" As there was more than one Fishmonger who did this, it puzzled me to find any connection between Lowestoft turbot and Lowestoft china. They seemed more desirous to sell the latter than the former; perhaps it was more profitable to do so.

I walked into one of these shops, where the fresh fish were lying on the marble slabs; and on the walls were hung oil-paintings, boldly ascribed to masters who were not quite so fresh as the fish. On a side table and on shelves were ranged numerous tea cups and saucers, plates and dishes, candlesticks and vases, and other articles in china. The proprietor of the shop was at once down upon me. "Any fish this morning, Sir? Fine turbot, soles, salmon, or whiting? Oh, I see as it's the china your're a-looking at. You've got an eye for china, I see, Sir, and know a good specimen when you see it. All these are real Lowestoft, as you'll know without me telling you; and you won't find such a collection anywhere else in the town. I got 'em straight from the private parties as has had 'em in their own families, till obligated to part with 'em through death or other nat'ral causes, and they're all as genuine in their way as our turbot. You won't find any Brummagem shams here. Can I sell you a specimen, Sir?"

I had taken one in my hand, and was examining it. The Fishmonger evidently knew something about his business as a vender of china.

"Ah, I see, Sir," he said, "you reckernise the peculiar pink and them roses in festoons. No, Sir; it's no use your turning it up; you won't find any marks on the Lowestoft china. You knows 'em by their style and their hornamentation; and sometimes there are ciphers on 'em, and coats o' harms, and hinscriptions to the parties as they was given to. Here's a dessert-plate! That's a real beauty, that is, and fit for any nobleman's collection. P'raps I'm haddring a Lordship?"

Whether this was thrown out as a feeler or as a gratuitous compliment I do not know, but no doubt it was all done in the way of trade. I shook my head, as a disclaimer of my being a member of the Upper House.

"No offence, Sir!" said the Fishmonger; "but we get a many Lordships in Lowestoft during the season, and they're all partial to china. They're fond of dealing with me, as they know that my specimens are to be depended on. You couldn't get a better 'un than that dessert-plate. Look at its morone trellis-work and its golden diaper! There's delicacy and finish! It must have taken the hartist weeks to have done it; and you shall have it for a guinea. It's as cheap as dirt for the money; and if you don't have it, it won't be long before some noble swell will."

I said that I did not wish to deprive the noble swells of its possession, and that my own collection of old china was chiefly of the willow-pattern order.

"Well, then," said the Fishmonger, "if you won't take advantage of the dessert-plate—and it's such a bargain as you'll never see again—will this little teacup and saucer tempt you? You can have it for the low figure of fifteen-and-six—or say, fifteen for ready money. Here you get the roses, and the ruby border, and the green leaves. No! Well, then, what do you say to this little vase? No, it aint Horiental, though frequently mistook for it; the moulding there was all done in Lowestoft. It's humfortunate that it's a bit chipped in the lip and handle, and them raised flowers have got a bit damaged, or it'd be worth a guinea and a half at the very least. But, seeing as there's that flaw in it, I'll only ask the odd half-guinea. The flaw'll never be seen, if you set it up on a bracket. With a bit of red velvet behind it, it'd look beautiful and quite perfect."

Here he had to "survey mankind from china to" an old gentleman who was desirous to know if the turbot was quite fresh; and, after thinking that a homily on make-believes and pretending-to-be-better-than-you are might be preached from the Fishmonger's concluding words, I strolled on to the next fish-shop, there to lounge away another ten minutes over more oil paintings and china.

The Lowestoft china, whether the ware is of hard or soft paste, is highly valued by collectors, and is distinguished by great beauty of execution and delicacy of design. It originated in the discovery of some fine clay, or earth, on the estate of Mr. Hewlin Lusson, of Gunton Hall, near Lowestoft, who, despite many difficulties, chiefly arising from the jealous animosity of other manufacturers, set up his kiln and furnace in the year 1756; and in the following year it was fully established by Messrs. Walker, Browne, Aldred, and Rickman. The sand is very similar to that used in the Delft ware and the Worcester china. The manufactory was closed in 1802, when some of the best workmen were transferred to Worcester. Among the chief artists of the Lowestoft ware were Powle, Rose (a French refugee), Robert Allen, J. Wager, Brameld, and Thomas Curtis. Admirable specimens of the ware are preserved in the collection of Messrs. Seago, Norman, Mills, &c.

Lady Smith (widow of the distinguished botanist, Sir James Smith, F.L.S.), died at Lowestoft, in 1876, at the well-attested age of 104, and there is a memorial window to her in the parish church of St. Margaret. She possessed, at the time of her death, some porcelain jars and figures that she had purchased at the factory. A portion of that factory still stands, but it forms part of a maltkiln; and the place (in the Dene) where the clay was prepared may still be seen, together with the fine spring of water.

CUTHBERT BEDE.

The Lord Mayor and Lady Mayoress on Thursday week entertained at a luncheon at the Mansion House a number of the representatives of the Society of Friends who are now assembled at their yearly meeting in the City of London.